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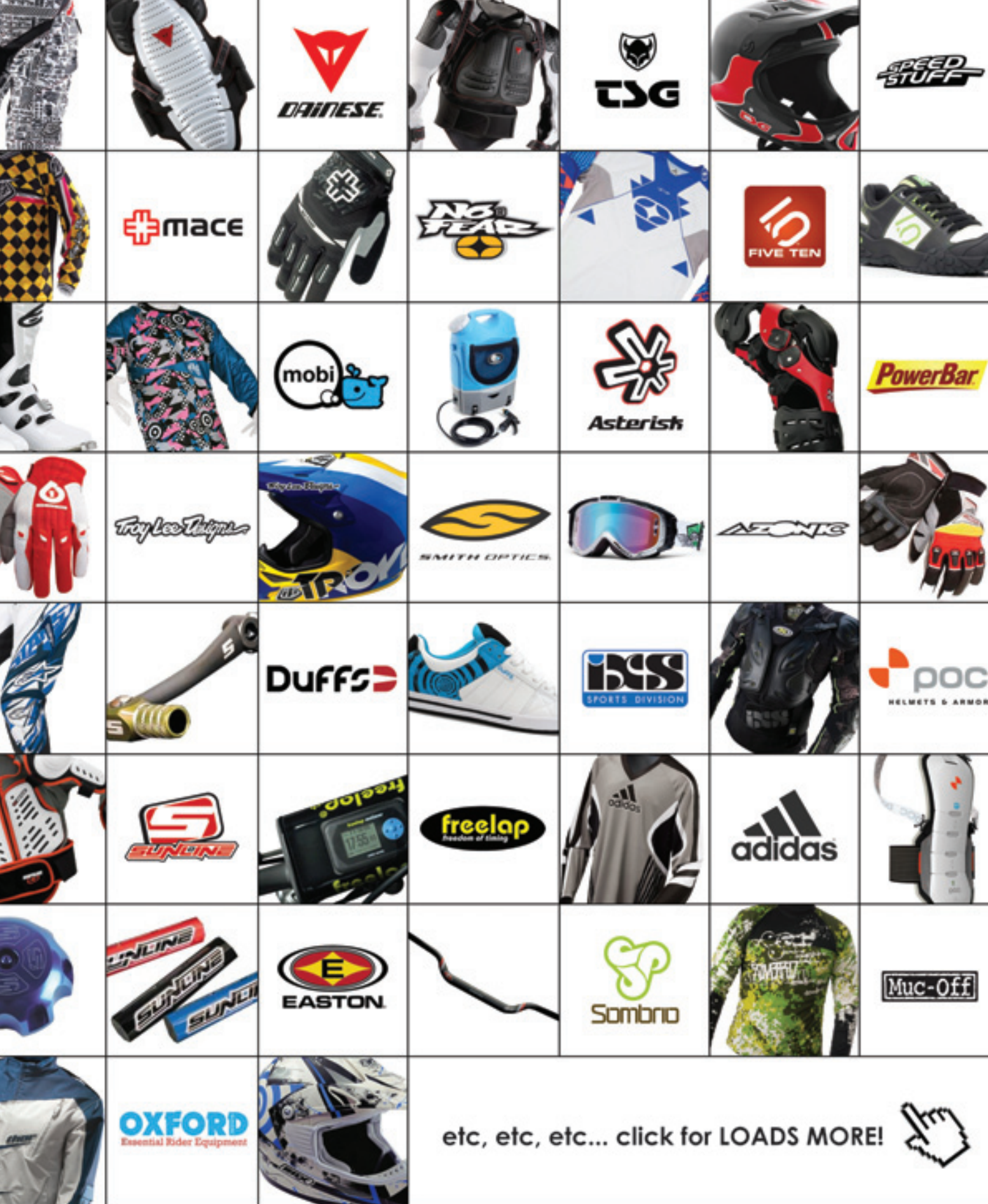
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Evgeny Bobryshev has shocked more than a few folk this summer with his blistering form © Nuno Laranjeira

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Working class hero Brad Anderson only knows one way to ride a motocross bike – wide f**king open! © Surty



FACE LIFT UNLIMITED



SAMSUNG YAMAHA
YZF 250 2010
YZF 450 2010

SAMSUNG

BLACKFOOT YAMAHA
YZF 250 2010
YZF 450 2010



BOOST MOBILE J-LAW YAMAHA
YZF 250 08-09
YZF 250 2010
YZF 450 08-09
YZF 450 2010



TEAM: BOOST MOBILE YAMAHA
RIDER: JASON LOURENCO

TEAM: BTO SPORTS SUZUKI
RIDER: BEN BYRNS



BTO SPORTS SUZUKI
RMZ 250 2010
RMZ 450 08-10

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CERNICS MONSTER KAWASAKI

KXF 250 09-10
KXF 450 09-10



CAS MONSTER HONDA

CRF 150 07-10
CRF 125 07-07
CRF 250 02-07
CRF 250 04-05
CRF 250 06-07
CRF 250 2010
CRF 450 05-08
CRF 450 09-10



Jägermeister
RACING



TEAM: JÄGERMEISTER KTM
RIDER: MIKE ALLOSI



JÄGERMEISTER FACTORY KTM

9X/9XF 125-505 05-06
9X/9XF 125-505 07-10
9X/9XF 125-505 2011



TEAM: FMF FACTORY KTM
RIDER: TOMMY SEARIE



FMF FACTORY KTM

9X/9XF 125-505 07-10
9X/9XF 125-505 2011



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COMMENT

“E very time Stefan used to moan about having to go back to the factory I used to feel sorry for him but y’know something...he was talking b*****s!” With that Suttly eases back into his chair, takes a long pull on a cold beer and surveys the view across the lake, past the masts of yachts to where wooded mountains rise imperiously above the millpond-flat surface, a big grin spreading across his chops. We’re in Austria for a KTM factory tour and life is good...

These things tend to be whistle-stop affairs – fly in, work, sleep, work, fly out again, the whole thing done and dusted in almost the time it takes to sort through the images and transcribe Dictaphone interviews. But even though we’ve been up since 4am, flown to Munich, driven across to Mattighofen and spent the afternoon at the factory we’re not tired. Far from it. We’re actually buzzing – and it’s got nothing to do with the beer (that buzz will come later)!

There’s an infectious energy about KTM, a passion, an ambition that’s impossible to ignore. But it’s hardly surprising given the company’s racing heritage and their current results – from the production lines to the boardroom, everyone’s proud of what they’re doing, everyone feels part of the team that’s most likely carrying Marvin Musquin and Tony Cairoli to world titles. The following day when we bump into Shaun Simpson’s younger brother, fresh back from the Swedish GP, Suttly pulls him up on his moaning and Stefan grins sheepishly. He knows he’s been got bang to rights!

Anyway, enough about KTM – there’s a major feature in this month’s mag so you can get your fill of all things orange there – but I will say a quick thanks to Thomas Kuttruf and Paolo Carrubba for their hospitality. And for arranging the loan of the X-Bow for a large slice of the return trip to Munich!

Motocross des Nations update time now and hot on the heels of the news that Team Ireland have already chosen their squad – Gordon Crockard, Martin Barr and Stuart Edmonds – comes an additional name on the Team GB short list to contest the event at Thunder Valley in the USA in September. Pro Circuit Kawasaki’s Scottish/Canadian hotshot Dean Wilson has been added to the list after originally being overlooked following confusion about his nationality. Despite representing Canada last year in Italy, the teenager has recently professed his ‘Scottishness’ and now joins Brad Anderson, Shaun Simpson, Tommy Searle, Jake Nicholls and Max Anstie as a Team GB candidate – although Max has crashed out of contention with a ruptured spleen sustained at Washougal (happily, the lil ginge whippet’s on the mend).

So who will we go for and, indeed, when will the ACU tell who we’re going for who we’re going for? Personally, apart from Wilson who’s already raced Thunder Valley this year in an AMA national and nailed a mighty impressive 2-3 for third overall, it’s not exactly a team that picks itself and the other four have all shown various strengths and weaknesses this year. And just to further complicate matters, Swordy showed at Foxhill that he’s pretty much over the Epstein-Barr virus so maybe he deserves a place on the short list? But whoever we go for what we need to do is decide soon, end the endless speculation that always surrounds MXdN team selection and crack on with the job in hand.

In last month’s mag Jonty Edmunds used his column to express concerns over the safety of riders involved in this year’s ISDE – the ‘Olympics’ of off-road motorcycling. Due to be held in Morelia in Mexico – an area of the country that’s currently caught up in a spiral of murder as drug cartels target civilians in an attempt to force the government to end a crackdown on their illegal trade. Alarmist? Jonty? Well, as this issue was hurtling towards the printers we received a press release from the ACU stating that the Trophy and Junior Trophy teams have been withdrawn from the event over safety concerns. It’s a bold decision and one that should be applauded – racing dirt bikes is dangerous enough without throwing murderous banditos into the equation...

Sean

AMA ace Dean Wilson is being lined up for a berth on Team GB’s MXdN team

© Steve Cox

NEWSHOUND!

DEPUTY DAWG’S DIRTY DELIVERY OF OFF-ROAD NEWS!

Let’s start Stateside this month where rumours would have us believe that Tommy Searle’s about to sign for Mitch Payton’s Monster Energy Pro Circuit Kawasaki team. If it is true and we truly believe that it is then this has to be a make or break kind of deal with regard to Tommy’s career in America – if he can’t win on one of Mitch’s missiles then maybe it’s just never gonna happen. However, there’s more to this particular rumour...

The really juicy part is that Tommy’s set to return to the GPs in 2011 as part of the CLS Kawasaki squad that recently saw some success at the Swedish GP with Steven Frossard. The CLS team’s ties with Pro Circuit in America mean the transition from SX star to GP hero will be relatively smooth for Tommy who’ll be one of the first riders to benefit from Giuseppe Luongo’s plan to move the start of the world championship season back so it can accommodate riders who wish to run in the AMA supercross schedule too.

In other Monster Energy Pro Circuit Kawasaki team news their #108 rider Dean Wilson has publicly stated he’ll be available to ride for the British team at the Motocross des Nations which will be held at Thunder Valley in September. The Scotsman who represented Canada at last year’s MXdN seems like he should be the shoo-in for the MX2 berth thanks to his strong performances in the AMA Nationals this summer – but who will be joining him? Steve Dixon’s still very tight-lipped and refuses to name the squad until he’s weighed up all the options.

You’ll have noticed that there have been no British battlers in the MX1 GPs this summer after our one remaining rider Tom Church bust his hand but that’s all about to change as there’ll be three UK passport holders racing in the 450 class at the Belgian GP at Lommel and not one of them is a CCM runner. British champ Brad Anderson,

AMA star Scuba Steve Clarke and Aprilia’s Alfie Smith will all be lining up in the infamous deep sands of the 2012 MXdN venue – find out how they get on in next month’s mag and also online at www.dirtbikerider.com.

While they’ve been MIA for quite a while now the CCM team are set to return to GP action at Loket and have been flat-out testing new frames before the Czech round of the series. The Bolton-based bike builders had plenty to smile about this month as Swordy got them their first British championship moto win in 33 years – that’s three years before Stephen was even born! The squad will be looking for more success at the next round of the Maxxis series which takes place at Farleigh Castle on August 15 – a particularly happy hunting ground for the team’s Sporting Director Dave Thorpe who dominated the 1989 500cc GP at the same venue.

The full-factory HRC team from that year – Thorpe, Eric Geboers and Jeff Leisk – will all be reunited with their 21-year-old factory bikes at Farleigh one month later as they go bar-to-bar once more in the Vets MXdN which is set to run over the weekend of September 18/19. Other top names confirmed to ride in the over 40s, twinshock and Evo class races include ex world champions Graham Noyce and Neil Hudson and the far less speedy time travelling sensation Dr Dickie Dye – looks like it could be a good weekend. For more details about this epic event log on to the event’s official website at www.farleighcastle.co.uk.

Ever since the news broke that Red Bull were to be replaced by Monster Energy as the official energy drink of world championship motocross, gossip mongrels like myself have been going crazy over the possibility of the Red Bull-backed Pro Nationals heading into Europe to take on the GPs in a kind of breakaway GP spin-off series. While nothing quite that exciting has come out the dates for next year’s nine-round Pro Nats have and



Former world champ
Jamie Dobb gets
back in the saddle
at Milton Malsor



Reigning British champ
Brad Anderson's got a
wildcard ride at Lommel



Chris Birch is planning to
hang it all out as Britain's
sole representative at the
Battersea X-Fighters



there is the promise that the series will be visiting a couple of foreign locations. For more information take a peek online at www.mcfederation.com where the full 2011 series schedule can be found.

In more urgent RBPN news the round scheduled for August 7/8 has been postponed until September 4/5 with the venue being held a secret at the roly mo. Believe me though these MCF magicians have got something great up their sleeves and when you find out where it is you'll like it – you'll like it a lot. Before that the series returns to Canada Heights on August 21/22 for another bar-banging brawl around the South East's premier MX venue.

One week before that there's another all-out motocross epic n'all as the Red Bull X-Fighters return to Battersea Power Station in London town on August 14. Tickets are still on sale for the FMX-fest that's gonna star Robbie Maddison, Levi Sherwood, Andre Villa, Nate Adams and our very own Chris Birch. Swampy made his X-Fighters debut at Battersea last summer so knows exactly what's in store this time around.

"I'm much more relaxed this year because I know what to expect," says the serial model dater from Cambridgeshire. "I'm just going to go for it – bust big and see what happens with the judges.

Whatever happens I'll just do the best I can and try to stick a killer run on the night."

An amazing 28,000 fans are expected to converge on Battersea on the night and if you want to be one of them head online to www.redbullxfighters.com to book your tickets...

Finally this month, well done to the ACU for making the positive move of setting up their own practice and race facility at Milton Malsor in Northamptonshire. At a recent open day former world champion Jamie Dobb and the outstanding Osmaston brothers – Ollie and Archie – who are leading youth racers tested the freshly rebuilt circuit and were generally impressed by what they found.

"It's a good track and a lot of fun to ride," reckons Dobber. "The jumps are not that big but they are big enough to be interesting and to learn on. We need more facilities like this – more purpose-built tracks. This place is especially good because here you have everything you need to improve and bring on riders."

The circuit – which annually hosts the charity Wild n' Woolly event – is set to host a British championship round in 2011 as well as a whole heap of club meetings and practice days. Hoorah!

Scuba Steve's heading
to Belgium for some
GP action



© Steve Cox





WIN! WIN! WIN!

HANG WITH EMBO'S ARMY AND WIN **RED TORPEDO** SWAG!

Cor blimey guvnor, strike a bleedin' light – 'ave we got a competition this month that'll get you all Billie Piper (hyper)!

When it comes to stand-up London-type geezers they don't come any more upright than our old china plate (mate) Roy Emberson. And now he's joined forces with his **Samsung Yamaha** team sponsor **Red Torpedo** to offer two readers the full VIP treatment at the final round of the **Maxxis British championship** at **Hawkstone Park** on **October 3**.

Included in the prize are event entry tickets, all-day access to team hospitality, lunch, the chance to meet the team riders, photo and autograph opportunities plus a bag of **Red Torpedo swag** worth **£100**. And what's more you can bring a china plate of your own so you won't be Pat Malone (alone).

So to recap that's a Leo Sayer at Hawkstone as guests of **Samsung Yamaha** and **Red Torpedo**, plenty

of in the nude and Don Revies so you've got a full Matthew Kelly and a ton's worth of clobber to take Pope in Rome – and all you have to do is tell us which American state **Samsung Yamaha's MX1** star **Ben LaMay** comes from.

Is it:

- A:** California
- B:** Carolina
- C:** Nebraska
- D:** Alaska

Think you know? Then get off your Khyber Pass, get online and go to www.dirtbikerider.com where you need to follow the competition link, fill out the required fields, hit transmit and then hope Friar Tuck's on your side. The competition closes at noon on **September 9** with the first two correct entries drawn totally at random each winning a day at the races for themselves and a friend.

WWW.REDTORPEDO.COM



WHERE'S CYRIL?

FIND DESPRES AND WIN A SHARK LID

This month thanks to our premier pals at Nevis Marketing we've got yet another top-of-the-range **Shark SXR Cyril Despres** replica skid lid worth a whopping **£229.99** to give away.

We've beheaded the French rally raid legend and hidden his disembodied head elsewhere in the pages of this issue of **DBR** (the one above is a serving suggestion for illustration purposes only). If you can spot it then you could win the helmet – simple, eh?

All you have to do is locate Cyril's napper and then text the word **DBRCYRIL** followed by a space, the page number, another space and then your name and postcode to **64343**. You'll receive a text back confirming your entry to this competition.*

Entries close on **September 9** with the first correct entry chosen at random getting the Shark skidder in a size of their choice...



GOLDENPAD

WIN A PAIR OF RENTHAL HANDLEBARS

Renthal, as everyone knows, builds champions – and now one lucky reader can have their very own piece of this winning heritage.

Have a close look at our pic of this golden Renthal bar pad, then flick through this month's mag and find the full pic we've taken it from. Once you've found it simply text the word **DBRRENT** followed by a space, the page number it appears on, another space and then your name and postcode to **64343**. You'll receive a text back confirming your entry to this competition.*

Entries close on **September 9** with the first correct entry chosen at random getting a pair of Renthal handlebars of their choice...

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THE REVEREND

REFRESHED!

AFTER A TOUGH TIME IN SWEDEN A SPOT OF R N' R IS ON THE CARDS FOR JAKE BEFORE IT'S BACK TO BUSINESS AS USUAL AT FOXHILL...

Words by **Jake Nicholls** Photo by **Sutty**

Hey everyone! Hope you're all good? Since I last wrote we had the GP of Sweden which I was really looking forward to but they ruined the track. It's normally one of my top five in the year but they under-watered it big time and it just didn't flow all weekend.

I had a monty of a crash in the qualifying heat on Saturday when I hit neutral on a step-up and had to jump through the bars and land on my feet, then slide onto my ass – good job I've got plenty of meat in that area! It shook me up but I got straight up to get out of the way of 35 bikes coming towards me. My bike was wrote off though so I had to DNF which SUCKED...

Sunday due to my 38th gate position I didn't get such good starts all day but I tried really hard to get average results due to the one-lined track. I slipped off early in the first one and lost my goggles soon after so it was a struggle to 18th in that race. Next one I came through well and had really good speed but got stuck in a train of about seven bikes from 14th down to seventh. I could only manage 12th – maybe I should have been more aggressive as I had good speed. So that was a average day for me and I was very upset about it to be honest – especially on Saturday after the crash as it got me down quite a bit. But I fought through the weekend and decided on the way home with Steve and also mum and dad said when I got home that I should have a complete week off from everything and chill out and heal up. Which is exactly what I did.

It was real cool to have Sam Davis come over for a few days – we went to the seaside, got some fish and chips then hired a rowing boat and just dossered around like that for a couple of days. We even went to the cinema midday to watch Shrek 3 which was cool but it was weird coming out and it still being light, I wanted to go to sleep. But fear not, as soon as we got back the jetski was in the lake and Sam and I were flat out for a hour or so on it. He managed to stand up a little bit too which is not easy so fair play. The weather was awesome which was so nice and I relaxed so much.

That weekend it was baking so Blu and the Herd came over as well as dad's 'pub friends' ha ha. I think we got through like 70 litres of fuel in two days on the ol' super jet - it was awesome and I did some submerging where you bounce, then hop, then tuck the front end down when you land and go right under. The first time I tried it I tucked the front in a bit too much and hit the bottom of the lake as it's only like five foot deep so that taught me a quick lesson. The Herd all got the hang of it though and surprisingly my sister did too – she'd done it a fair bit when we were younger but she

was stood up straight away and was giving it some beans. To be fair just about everyone hung it out and did all right – no-one gets away with not giving it some helmet here!

I was sorry to hear mid-week that Graeme had bust his other shoulder. That totally sucks and I was looking forward to having a team-mate as I haven't had one since Mr Sword last year – get fit soon #555.

I got back on the bike after a week off which felt great and all the little injuries had disappeared. I instantly felt fresh and was enjoying it so much. I did two days of riding at mine, EBB and Lewis Tombs came over to ride which was cool and the track cut up lovely after a good bit of rain. I trained hard all week and had a real good fight night with the Herd, I was feeling strong and boxed good and so did all the boys. That weekend it was my mate Legget's charity barn dance which was absolutely brilliant and I had a couple of charity beverages and we all enjoyed ourselves – I was dressed up as Woody from Toy Story and had camel toe all night from some seriously tight jeans that were not made to fit an MX rider's thighs.

I drove out to Holland that Monday to the workshop and Wayne and I went riding in some deep sand in Germany on Tuesday, then I raced in Stefan Everts' charity event in Genk on Wednesday which was good fun and I rode well too. I drove home that night and took Thursday off before riding at my track on Friday as we'd had a nice downpour again and it was pristine. I was really enjoying myself on the bike, it was nice to have my mate Tom ride with me too and he got his sack out and hucked all the big bad boy jumps on the track apart from one which was a bit rutty. I had new team-mate Alex Eriksson come and try my bike too – he seems like a nice lad and is a decent rider. We went to the pub with the boys for some grub then next day it was off to Foxhill.

The track looked lovely as usual and it rode nice too. I had a huge crash at the end of our first practice which did everything bar knock me out cold. I saw stars for a while and rode up to the pit box ready for Super Pole feeling very, very ill. I recovered in between practice and the race though and loosened my neck off a bit. I rode strong and steady in the first two races, then the last one we changed some stuff on the bike which felt awesome and I came from about 14th through to second on the last lap and really enjoyed it. I had awesome support as usual – so thanks a bunch to everyone!

Go hard #45

J. Nicholls
dirtbikerider 15

Trophy



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BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE
DIRT BIKE RIDER ARCHIVES



NOVEMBER 2001:

Warren Edwards, one of Britain's brightest ever supercross stars, was this month's cover guy as we launched into the first of a series of SX lessons from the smooth-headed ex-pat after flying out to his home in Spain for an exclusive photoshoot. In the same issue we also caught up with Yamaha UK's Billy MacKenzie and Brian Jorgensen and reported on a shock French win at the MXdN.



JUNE 1999:

The yet-to-be GOAT Mr Ricky Carmichael graced the cover of DBR just over 11 years ago followed up inside with a seven-page feature on the then 19-year-old who was still recovering from a pretty brutal rookie 250cc supercross season. "This is the first time as a pro that I have not been able to win," reckoned Ricky. And it was just about the last time n'all...

If you fancy doing a bit of DBR archive trawling of your ownsome then hook up to www.dirtbikerider.com where you can explore our free-to-view Digital Vault – new issues are being added all the time so keep checking back...



CROCKSTAR

WHITE KNUCKLE RIDE!

IT'S ALL GO FOR GORDY WHO FINDS THERE'S NOT ENOUGH HOURS IN THE DAY FOR THE BUSIEST MAN IN ULSTER...

Words by Gordon Crockard Photo by Suttty

Ever been on a rollercoaster that's getting faster and faster and you want to get off more and more? Well, looking back at July that's how it's been. It's amazing how limits can be extended beyond what you think is the extreme and what I've been finding is that these limits are usually extended against your own free will – otherwise you just stay well within your safe little comfort zone!

I spent the entire month of June living in my van going from race to race throughout England and then for July I was based back in Northern Ireland for the first couple of weeks of the month and travelled at weekends to the races wherever they were. I was chuffed to get home and in my own bed again for a week or two and took full advantage of every day while I was there. Time is a very precious gift to me and the majority of people who don't know me well enough can't seem to understand the pace my days operate at.

Team Ireland ran an MXdN fund-raising training school at Tinkerhill in Newry at the start of the month and I was asked to help out with coaching the good people who came to support the team. I got a lot of satisfaction out of taking seconds off people's lap times and making them safer riders with better control through correct technique. Thanks to all who listened and tried my points.

I went straight from Tinkerhill to the startline of the Ards Half Marathon that evening. I enjoy doing running events and this time it was on familiar ground as Newtownards is my home town and I know the hills around it well from my own training routes over the years. I intended to just go steady and run with a mate to help him through the pain but after about 10 minutes I felt strong and decided to push on myself. I finished in just over one-and-a-half hours for the 13.2 mile course so I was happy enough.

At the 10-mile mark I had some entertainment laid on for me by Paul McMinn on his road bicycle. Paul came alongside me at speed pulling a monster front wheel stoppie but over-cooked it and endo'd straight over the bars and skidded down the dual carriageway on his nipples. Fully clipped in with his shoes he had no chance of saving anything but at least his bike was unharmed as it was still clipped to his feet above his head. I almost passed out trying to get air laughing as I knew he wasn't hurt and the other runners didn't know what to think.

The following day my 'fwiends' and I took a day trip out to Belfast and on the way we got off the train at Cultra to go and visit the Joey Dunlop Memorial Display in the Folk and Transport Museum. Joey was King of the Roads and it is 10 years since his fatal crash in Estonia so we took the opportunity to take a look at some of his old race bikes, race helmets and suits etc while we had the chance. There will never be another man quite like him. RIP Joe.

I attended a Wednesday evening round of the Norman Watt Motorcycles Carrick Grass Track Championship and thought it was the type of event that would help the sport grow, especially if they were held on a more regular basis with venues close to towns and the general passing-by population. Bring the sport to

the people type logic with short, sharp, straight-forward races. I would encourage other clubs to follow the Carrick club's lead and look to what can be done. From where I watched the races I can tell you who won – cheers Tommy!

Pontrilas was the venue for an MCF Red Bull Pro National and with the weather being red hot the track guys were concerned about dust being a problem. Watering the track I agree with but ripping and rotavating that type of soil I do not. That type of track condition I detest and if I were somehow able to know in advance what way the dirt was going to be interfered with then you'd probably discover I wouldn't go to certain venues due to the preparation methods. I'm hoping it's a temporary phase that everyone will learn is completely wrong and quickly go back to the way the tracks have been managed since forever.

Driving home late from the airport after Pontrilas, about a mile from my house I came over the brow of a hill at about 50mph to be faced with a horse standing in the middle of the road. I didn't hit it but it was close and I spent the following moments trying to get the horse steered back off the road and down the lane into its field. To add to the fun another steed had wandered out of the open gate too and now there were two animals to try and get under control. All was fine and quickly sorted without too much drama although my pal Ricky had his good clubbing shoes stood on by one of the horses while he was horsing around trying to steer it back into the field.

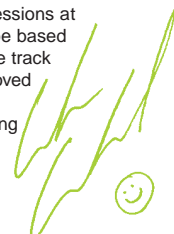
I returned to Tinkerhill for a round of the Irish championship and enjoyed the technical bumpy, rutty track in the wooded setting. This was my first time racing a four-stroke at Tinkerhill and it rode really well. Everything went okay apart from a rear wheel puncture towards the end of the final moto, thankfully I had enough of a lead to still take the win.

Tuesday after that I ran in another race, this time in Portaferry as part of their gala week. It was 10 miles and quite a still, hot night so I found it fairly tight going. I wanted to nail the 10 miles around the one-hour mark or even under it if I was really on form. I didn't manage it but wasn't too far off so happy enough.

I drove over to Foxhill for the Maxxis British championship round and was keen to get on with the races as I have always found it a hard place to get top results at. In the second moto I got a rear wheel puncture on the third lap and had to retire from the race. That's my first DNF of the season and didn't help the points situation very much. I'll keep pushing to try and make podiums at the British but it is proving to be difficult, some days more than others.

Today I'm going for some practice sessions at Wildmoor Quarry off the M5. I used to be based there in 2007 and have missed riding the track on a regular basis. It's been vastly improved from what I can see on their page on Facebook so I'm looking forward to getting there this afternoon.

Finally this month I must wish Yan Howells the best of luck with recovering from his recent neck injury.





WIN! WIN! WIN!

A YEAR'S SUPPLY OF ROCKSTAR RECOVERY AND STEVE RAMON'S SIGNED RACE JERSEY MUST BE WON...

If you're not a fan of fizz then you'll love Rockstar's all-new Recovery which is a non-carbonated – or still if you prefer – lemonade drink that's packed full of lemon juice, B-vitamins, electrolytes, caffeine and a top secret blend of herbs that have been specially formulated to deliver an extra kick. The 500ml drink is said to be the favourite of Teka Suzuki's Steve Ramon who fully understands the need to stay hydrated and keep his electrolytes topped up as he chases glory in the MX1 motocross world championship.

To celebrate the fact that 'The Bomb' likes nothing more than chugging back on a Rockstar Recovery we've hooked up with the dashing drinks firm to offer one lucky reader the chance to win a year's supply of the stuff and a signed Steve Ramon jersey so you too can be just like the double world champ – only not so fast on a scramble bike.

To win this awesome prize all you have to do is answer an oh-so easy Steve Ramon related question. If you need a clue

check out the Steve Ramon athlete page at www.rockstarenergy.co.uk where you'll find out loads about the Belgian star...

So, what we want to know is this – which former GP venue is one of Steve's two favourite tracks?

Is it: A: Matchams Park
B: Hawkstone Park
C: Tea in the Park
D: Jellystone Park

Once you've decided on the answer log on to www.dirtbikerider.com and follow the competition link where you'll then need to type in your answer, fill out the fields and hit transmit. The comp closes at noon on **September 9** with the first randomly drawn correct entry getting hooked up with the prize of the year!



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SWORDY

BACK IN THE GAME!

WITH HIS RECOVERY FROM THE EPSTEIN-BARR VIRUS VIRTUALLY COMPLETE, SWORDY FEELS STRONG ENOUGH TO GET BACK TO HIS WINNING WAYS AT FOXHILL...

Words by Stephen Sword Photo by Sully

Finally things are looking up, I'm feeling a lot better and the hard work over the last month is paying off. I've still been absent from the GPs but I kept busy with race events over here.

I entered the British Masters at Landrake and really enjoyed it down there – the track was good n' tacky and in awesome condition plus it was nice to take the overall and it was the first time in a long time that I felt as though things were on the up. My speed was better, fitness was improving and – more importantly – my recovery was good.

The following Wednesday TC and I went over to Rhayader to race the last round of their evening series. Ry, Olly and Max Factor picked me up on their way through in the team Sprinter which is restricted to 80mph, runs like crap and you get ill if you sit in it for more than 30 minutes because of the fumes. Great, as we had a two-and-a-half hour drive to the track. But I enjoyed the racing – it was short, sharp and fast – and I won two of the races, one of them being the all-important dash for cash which was cool. The craic was good with lots of laughs.

On the way back we stopped to treat the boys to fish and chips but they ran out of fish so it was across the road to the Chinese. It was the worst one I have ever had, not good! TC and I jumped in with Pecker on the way back so we didn't get ill in the team van. We then jumped back in the Sprinter before the Severn Bridge as Pecker was getting off at Bristol. The boys were high on the fumes...

We also raced the Red Bull Pro Nats at Pontillas. The last time I raced there was in '04 and the track hadn't changed one bit. I really like the track and it was ripped up and watered well. Brad won the first race just a few seconds ahead but I was pleased as I knew I could ride better in race two. I got a terrible start in the second one but came through well and was just up behind TC who was in second. Then a stone got jammed in my back brake lever so I had to stop to get it out which put me back to fourth but I got back to third at the flag. Again, I was pleased with my riding and my progress.

We had a two-week gap before Foxhill and I worked hard with Ry, DT and Dickie both on and off the bike for those two weeks. I was feeling like it was all heading in the right direction and my fatigue was going. I decided to take a weekend off from training and went up to Scotland to see my family. Jodie couldn't come up as she had committed to something else so I took Ayrton with me which was the first time I'd had him without Jodie for longer than a day.

How hard could it be?

On the drive up there I got a phone call from a tearful Jodie asking me to drive three hours back so she could be with Ayrton – so her idea of being minus a baby didn't go to plan. But I was too far on my way to turn back. It was fun up there with Ayrton but bloody hard work and I had all my family's help – fair play to Jodie, I didn't realise how hard it really was but I enjoyed having boy time.

My brother's girlfriend took him horse riding and my aunty bought him loads of toys so it was fair to say he was very spoilt! My brother came back with me for a week so we were able to play tennis and a few rounds of golf which made a nice change. He also came riding with me – the great thing about him is he's so honest that it pushes you to ride harder.

It was Foxhill that Sunday and I felt strong. It's only five minutes from my house so that is always good and also I do love the track. I qualified second but felt the race would be different so didn't push too hard. The crowd was awesome which makes all the difference to a rider. The first race was between Bobryshev and me – I was in second all the way but was right behind him, then on the last lap I pushed and got past. It felt good to win again – it had been far too long.

Second race I had a rider go into the back of me at the start and then went down a further two times on the first lap so I was dead last. Not a good start. I came through to ninth but with only 20 minutes you don't have much time to recover. I was annoyed but knew I rode well as the top guys were in sight by the end of the race.

The third race I took the holeshot and Bobryshev and I fought for first but with five minutes to go I started riding tight so lost my position at the front. I got my rhythm back with two laps to go but didn't have the time to make a pass. We were around 30 seconds in front of third so I knew my speed, confidence and health were back – and I know I can be faster still. I was second overall on the day and the fans were amazing so cheers if you came and supported me – it means a lot.

Now what will be interesting to see is if I'm going to be picked for the des Nations. So far I'm not on the short list so I will have to prove that it was not a one-off and that I'm back. Roll on the Czech Republic and Farleigh Castle. I know I can do it!

Braaaaaap#71

Handwritten signature: Sully #71

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ROBBIE MADDISON

TOWER BRIDGE, THE CORINTH CANAL, THE ARC DE TRIOMPHE IN LAS VEGAS – THE AUSSIE LEGEND HAS JUMPED THEM ALL. BUT WILL THE MAN WITH THE BIGGEST PLUMS IN BIKING COME UP SHORT WHEN HE TAKES ON THE DBR PRO PROBE?

Interview by JP O'Connell Photo by balazsgardi.com/Red Bull Photofiles

Q: Of all of your big jumps which stands out as your favourite and why?

Piers Thompson, Crewe
A: "Man that's a hard one. I felt that the Corinth Canal jump was the riskiest I've ever done – I loved it and it was so gnarly – but I think the Vegas one [Arc de Triomphe] was the best all round because it got the most exposure, you know it had like two million YouTube hits or something."

Q: What's been your worst freestyle injury?

Neil Kelly, Preston
A: "I had a crash right at the beginning when I was still learning where I broke my shoulder blade, my wrist, two ribs and punctured my lung – it took the wind out of me that's for sure. It was definitely a wake up call as to exactly how gnarly this sport can be."

Q: As a top freestyler can you make as much money as the top MX boys?

James Reilly, Blandford
A: "Well I'm working on it! Within the industry it's like tradition that the MX riders get paid way more. I mean my kind of deal compared with Stewart or Reed would be like 10 times different – with me being at the lower end of the scale! Personally I'm trying to close that gap, I mean I think I get better exposure than those guys for what I'm doing."

Q: When you jumped off the Arc de Triomphe it looked like you touched down a long way down the landing ramp – did you injure yourself?

Kelly Jones, London
A: "Not really, I mean I did split my hand which needed 15 stitches but after jumping off a 10-storey building that was just a paper cut really. A lot of people were saying that I broke my wrist but it was just the cut."

Q: With the bar being continually raised in FMX does it worry you to think what you may have to do to keep at the top?

Bill Dickinson, Taunton
A: "No, not really. I mean it gives me more of a reason to get up in the morning and keeps me motivated. To keep at the top is all about how you go about it, how you feel about it inside both physically and spiritually. I think with the right approach I can keep doing these tricks until I choose not to, I think I can keep going for a few more years yet and stay at the top."

Q: Why do most of you freestyle boys stick to two-strokes?

Paul White, Pilton
A: "I think it's because most of the guys are riding all year round and to get used to a 450 takes a lot of testing. The motocross guys get that testing built into their schedules whereas we don't so I guess it's a case

of why change something when you're totally happy with it? I actually tried a 450 this week and to be honest I loved it, I went out and did pretty much all of my tricks so there's a fair chance you'll see me on one next year!"

Q: I've seen pictures of the ramps in your front garden – do your neighbours ever complain?

Mike Short, Oxford
A: "No, I haven't had one complaint. I'm a respectful person and I went round and saw all of them when we moved in and told them what I do for a living. I asked them to tell me if my riding was ever an issue to them and that I'd try to work something out. As it happens I'm on the road most of the time so when I am home and practising most of the neighbours come out to watch!"

Q: Do you have a full-time mechanic or do you work on your own bikes?

James Ball, Milton Keynes
A: "I have a full-time mechanic, Hoody, who I met through my training with Ryan Hughes. He's a great guy, a great mechanic and keeps me in a good place. He keeps me in a good place mentally and physically, keeps me motivated, kind of ticks every box. It's like a breath of fresh air having him around."

Q: Red Bull have managed to get some fantastic venues for the X-Fighters tour. Which has been your favourite stop-off?

Duncan Hey, Greenlaw
A: "I think I'm gonna have to say Madrid and Calgary, pretty much because I went out and won there. I mean Egypt was awesome to go to, jumping in front of the pyramids and the Sphinx was great but the course really wasn't too challenging."

Q: Nate Adams has tried to qualify for a few supercross races – is that a challenge you'd like to take on?

Andrew Gould, Pembroke
A: "Um, yes and no. I think I'm definitely capable of it and that I'd be faster than him on the bike but I just want to keep my focus on my [freestyle] riding. I feel that I can beat Nate now, there was a time when I didn't feel worthy to beat him but now I feel I deserve to beat him. I raced when I was younger and there's no point in going back there – I raced, banged bars and beat Chad Reed and there's not many people in the world who can say that. I'd hate to go out and try it now mind!"

Q: Do you ever practice with any of your competitors or do you all keep your cards close to your chest?

Ian Kelly, Windermere
A: "Unlike the motocross crowd the freestyle community is pretty tight, they pretty much all support and help each other out. A few times a week I'll go over to Deegan's house and ride with the Mulisha crew and pretty much every day I'll be riding with people like

Twitch, Potter and Ronnie Faisst and we'll all be helping each other out. Saying that we'll all try to keep certain stuff from each other so we've got the upper hand in competition, keep something up our sleeves. It's like a game of poker with your mates, only minus the cigars!"

Q: Is it true that you don't have a foam pit and practice everything to dirt?

Adam Taylor, Bedford
A: "Yes it is, other than the last four weeks when I've been practising the body varial which would be impossible without a pit. People like Nate Adams, Travis Pastrana and Sinclair have had pits for about five years. After Moscow I realised that I wouldn't improve without one so I started trying it out and to be honest I was pretty scared of it to start with! The plan is to get a pit built in the front yard, the stumbling block is the price of the foam. I've had a quote of \$50,000 and I just don't have that sort of cash lying around!"

Q: Pretty much every trick that you pull off has the potential to bite you in the ass. How do you overcome the 'fear factor'?

Derek Leigh, Highworth
A: "It's all about the right training, getting in the right place mentally and understanding. If you can understand exactly what you need to do to pull it off safely and you're confident that you can do it then you minimise the risk and minimise the danger of anything going wrong. You can minimise your fears and get yourself to heights you never thought were possible."

Q: In competition do you know exactly what you're going to do on every run or is there a degree of ad-libbing going on?

Clive Dennis, Gosport
A: "Pretty much when you do a run you have to be able to picture it, knowing exactly what you plan to do. If you go out there without a plan you'll either repeat a trick or do a dead sailor because you can't think of something you haven't done."

Q: Of all the tricks in your repertoire which was the most difficult to master?

Luke Adams, Malvern
A: "The body varial. It just took me a month in the foam pit to get that and I've never done that with any other trick."

NEXT MONTH

BRYAN MACKENZIE >>

We've got rejuvenated Scotsman Bryan Mackenzie fielding your questions so get 'em off to the usual address at dbrrprobe@googlemail.com



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MVR-D SUZUKI

OUR LATEST TEST OF TEAM-MATES' TESTICULAR FORTITUDE
COMES COURTESY OF CARL NUNN AND MATTIS KARRO...

Interview and photo by JP O'Connell

DBR: Who would play you in a film of your life?
CN: "Ummm, Nicholas Cage. Hang on, I'm not sure about that – no, I'll go with Samuel L Jackson."
MK: "There are so many to choose from but I think Adam Sandler, he is a funny guy so he'd be the man!"

DBR: When did you last clean an air filter?
CN: "Two weeks ago, I cleaned six of them!"
MK: "Probably about three years ago when my dad was still working on my bikes."

DBR: Could you check your own valve clearances?
CN: "No way!"
MK: "I couldn't do that – I can do lots but not that."

DBR: Have you ever eaten anything that you've killed?
CN: "No, I don't think so."
MK: "No."

DBR: How many bones have you broken?
CN: "Not many. I've always done ligaments, maybe one or two bones. I've had ligaments come away with bits of bone still attached a few times as well."
MK: "Three or four I think, I've been pretty lucky."

DBR: Something you eat that you know you shouldn't?
CN: "Dominos Pizzal!"
MK: "Definitely ice cream, I love strawberry ice cream – and chocolate!"

DBR: Do you own a pair of slippers?
CN: "A definite no!"
MK: "No, just my socks."

DBR: You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?
CN: "It depends what it's for I guess – if it's for a championship then yeah, if it's someone that's annoyed you then yeah! I'd try everything I could to get by without being too dirty really."
MK: "Of course!"

DBR: What's the highlight of your career so far?
CN: "Racing for the factory Champ KTM team in '05 and '06 and the results that came along with that I think."
MK: "In 2008 when I won the world junior championship and in '09 at the Swedish GP when I finished seventh overall."

DBR: What car do you drive?
CN: "At the moment we've got a Mercedes C270 or is it a 250? No, I think it's a 270. [Laughing] I am useless!"
MK: "In the UK I drive the team's Vauxhall Vivaro and at home I have a Nissan Almera."

DBR: And if money were no object?
CN: "I'm not a big car person to be honest. It would probably be something like an Aston Martin – I'm not into big Ferraris and stuff like that."
MK: "I am dreaming about this a lot – an Audi Q7 diesel, it's like 400hp or something!"

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?
CN: "No, I would blame myself for everything even if I have got a mechanical issue."
MK: "No, it's pretty much always my fault!"

DBR: Have you ever been arrested?
CN: "Yeah! [Laughing] I've been arrested about three times, maybe more! A couple of times when I was a kid and then in Spain a couple of years ago – honestly, I don't want to go into details!"
MK: "[Laughing] Not yet but I'd like to!"

DBR: If you could change anything about yourself what would it be?
CN: "The fact that I get arm-pump."
MK: "Nothing, everything is perfect."

DBR: What's the most embarrassing thing you've done while drunk?
CN: "Oh no, I've done a lot of stuff! Probably getting arrested – twice!"
MK: "I don't ever drink so nothing."

DBR: If you could meet any person – alive or dead – who would it be?
CN: "Probably Tupac Shakur although what I'd say to him I don't know, I mean, what do you say to a gangster?"
MK: "My grandfather from my dad's side."

DBR: If you were shipwrecked on an island what three things would you want with you?
CN: "My family, my iPod and a young babysitter!"
MK: "A hot girl, my bike and my brother – he's cool."

DBR: What's your favourite film?
CN: "It changes really but I always seem to come back to House of a Thousand Corpses."
MK: "I watch a lot of films but I think it's Ice Age, that's a very funny film."

DBR: What's your most annoying habit?
CN: "My farting annoys the wife, although I have to say that I don't find it annoying!"
MK: "[Laughing] When I have a shower in the rig I always leave loads of sand in the tray and the team manager goes mad! Now I'm trying to change

and clean up after myself more often!"

DBR: Where is your favourite place on earth?
CN: "My house and just being at home."
MK: "At home in Riga, Latvia. I spend so much time away from there."

DBR: Do you have any fears or phobias?
CN: "I don't like spiders."
MK: "They don't scare me but I don't like spiders."

DBR: What's your most prized possession?
CN: "I think it would be my house."
MK: "A video tape of me when I was a small child just learning to ride my bike. I only watched it again last week, it's so funny!"

DBR: Favourite race you've been in?
CN: "It would have been the French GP in 2000 when I won both races, it just seemed to be so easy."
MK: "Last year at Brampton because I won there and this year I really liked riding the GP at Glen Helen because it was such a nice track."

DBR: Have you ever been in a fight?
CN: "No."
MK: "Yes, with my best mate at school but I lost! He's bigger than me!"

DBR: Is winning a race better than sex?
CN: "No, it's just different."
MK: "Both have pluses and minuses."

DBR: How do you have your steak?
CN: "I like it medium rare."
MK: "Well done."

DBR: Blonde or brunette?
CN: "I like dark black hair really."
MK: "Actually I like black, brunette then blonde."

DBR: Something about yourself that nobody else knows?
CN: "[Laughing] I spend hours making stickers, creating and designing them for my helmets and my radio controlled cars."
MK: "Everyone knows everything about me, I'm totally open and have no secrets."

DBR: If you could witness any moment in history what would it be?
CN: "To have witnessed the first steps being taken on the moon – if they actually did land on the moon!"
MK: "When Latvia regained its independence from Russia in 1991."

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HOME AND AWAY!

HAMMY WRAPS UP THE MX1 PREMIER TITLE AT SEAFORDE WHILE OVER ON THE MAINLAND MARTIN BARR KEEPS ON KEEPING ON...

Words by **Stevie Mills** Photo by **Sutty**

Firstly, congratulations to Robert Hamilton and the G&G Ross race team. Robert wrapped up his first MX1 Premier title last month at Seaforde Moto Park. It's not been an easy journey back for Hammy – three seasons in the relative wilderness due to career-threatening injuries that required major knee surgery and lengthy rehabilitation have tested his resolve no end.

His move to G&G Ross was a good one and the decision to move back to Yamaha machinery has helped rebuild Hammy's confidence – well done to all the team!

At the penultimate round of the Premier class it was first blood to Tommy Merton and winning the opening race kept his slim championship hopes alive for a little while longer. Hammy finished second, Stuart Edmonds third and the Garrett Brothers – Wayne and Jason – filled out the top five places in an extremely fast-paced moto.

A gate-to-flag race win with Merton finishing third was good enough to seal the deal for the 2010 championship for Hamilton with Edmonds taking second in the race just ahead of the Garrett boys.

Ulster's longest running motocross – The Tommy Stewart Trophy – was won for the first time by Edmonds who was riding a TM250F which was in itself quite an achievement against the bigger-bore 450 machines on the steep hillside circuit at Seaforde.

Stuart grabbed the holeshot and made good his getaway as the new 2010 champ struggled with a mid-pack start. Hammy did put the hammer down and closed in on the race leader but it was too late to catch the Dubliner. Hammy finished as runner up and Jason Garrett enjoyed a good scrap for third place while Adam McKee yet again showed just what he can do with a

decent start, posting fourth on his KTM UK supported ride.

Martin Barr is the Irishman on form at the moment – the hard-working lad from Ballyclare has earned his place on the PAR Honda squad and week-in, week-out he's bringing home the bacon. The Red Bull Pro Nationals are fast becoming the jewel in the crown of UK motocross – this series is changing the look and feel of our sport, bringing excitement and value for money to riders, spectators and sponsors. And with that in mind it's good to see an Ulsterman at the top of the points table in the MX2 class. Martin has a 12-point lead although there are still plenty of points on the table with three rounds remaining.

After posting fastest time in qualification in the Maxxis series at Foxhill, Martin was looking forward to the races. Unfortunately a crash and a puncture robbed Martin of a good overall result for the day and he placed 10th overall. But he's still in the hunt for a podium finish in the British championship series and Barty has set his sights on winning a race or two before the year is out – and I am not taking bets against him!

Three rounds remain to settle the Irish MX1/MX2 championships. The MX1 class has pretty much become a two-horse race between Watt Kawasaki-mounted Tommy Merton and Hammy and only five points separate the pair after 15 motos. Gordy is third in the points on his PBR Racing Kawasaki and despite having missed one complete round due to racing commitments in England the Crock Star is still in with a shout of the title.

The MX2 class has been a battle between AJ Elite Bathroom team-mates Jason Garrett and Davy Gorman. The pair have been consistently scoring high points throughout the year aboard KTM machinery. Gary Gibson and Michael

Mahon are tied for third in the points table with Sean Devlin snapping at their heels in fifth place.

Ireland's MX des Nations team has been picked and Gordon Crockard, Martin Barr and Stuart Edmonds will be 'Russell's Rangers' for the trip to the US of A. Stephen Russell's job of picking the team was a tough call although with Wayne Garrett and Graeme Irwin on the injured list I guess that helped narrow the odds down.

GC has the most international experience and he is the natural anchorman for Team Ireland. Martin could well throw in the ride of his life – he's on fire at the moment and who knows what he's capable of if he gets out of the gate? We've not seen much of Stuart this side of the Irish Sea this season but he's posting good results in both British and Red Bull events and will be strong in the MX3 class.

The news that Irwin has been knocked out of the game until next season came as a big blow and I know just how much he wanted to end this season on a high note. Graeme followed his doctor and HM Plant Red Bull KTM UK team boss Roger Magee's instructions word perfect as he slowly built himself up towards a return to racing at Foxhill. Unfortunately, that was not to be. Graeme suffered further trauma – sustaining an injury that will require surgery to his other shoulder – that's put paid to the remainder of this season.

Finally this month, the Carrick club's two-day festival of racing and entertainment at Desertmartin on August 27/28 is going to be a family affair with overnight camping and live music on the menu. Go to www.carrickfergusmcc.co.uk for further details of the event that caters for Expert, Clubman, Veterans and Quad riders...

Marty Barr narrowly avoids being dazzled by the famous McCann teeths

Stevie

Are you "Ready to Race"? >>

KTM.COM/MX



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DEALERS FROM JULY

**WINNERS BIKES
ARE MOSTLY ORANGE!**
THE NEW 2011 **SX** RANGE



KTM

When it comes to practice facilities Antoine Meo has got things sorted



SIGN OF THE TIMES!

ONCE THE PRESERVE OF THE BARBOUR BRIGADE, ENDURO IS NOW A SPORT THAT DEMANDS – AT THE TOP LEVEL AT LEAST – COMPLETE COMMITMENT PLUS SOME PRETTY SH'T HOT PRACTICE FACILITIES...

Words and photo by Jonty Edmunds

Enduro has changed a lot in recent times which means the sport's riders have changed, too. Once the preserve of strong, brave men, to be good at enduros a few decades ago you needed to like mud, working on your own bike, have a penchant for Barbour jackets and be at least 25 years old. Today things are very different.

The reliability of bikes has improved almost immeasurably in recent times, mousses have replaced inner tubes and events are now never, ever won on 'the going'. Winning national and international enduro events today is very much all about special test speed and consistency.

What a rider needs to reach and remain at the top has also changed. With few exceptions being a world championship racer is a full-time commitment today, one that keeps a rider busy near 12 months of the year. Practice, as they say, makes perfect just as it always has but today the skill set a 'top' rider needs is greater than ever. Simply being good is not good enough.

It's what a rider does between competitions that ultimately determines their success come race day. And while Wednesday afternoons spent at the local motocross track are a great starting point on the road to improved results, it's not really enough for any rider looking to compete at the very top. Today hours and hours of riding on motocross, enduro and extreme terrain is needed, more often than not on private, specialist-built tracks.

Two things made me realise how much things have changed in recent years. Firstly, a conversation with David Knight about the construction of his recently finished near

full-blown GP motocross track – the latest addition to the already impressive list of practice places the Manxman has at his home on the Isle of Man. Secondly, seeing with my own eyes the places E1 world championship leader Antoine Meo has to train on. Referred to affectionately as 'Meoland' by the Frenchman, just like Knight's play areas what Antoine has to hone his skills on is equally as impressive.

What Antoine has at his disposal is enough to make any rider green with envy. Starting with the fact that during the summer months he enjoys near endless clear blue skies and consistently warm temperatures at his home in the mountains of the south of France and that during much of February and March the dirt is 'perfect', just about everything you could ever possibly want as a rider is right on his doorstep.

First off there's the motocross track carved into the woodland behind the three-into-one dwelling he shares with his parents, girlfriend and his mechanic. Almost invisible from the main road which passes 500 metres beneath the house, it alone is reason enough for most motocross and enduro riders to want to buy the house. But there's more...

Across the road is Antoine's play area. Containing the 'impossible' hill which Antoine demonstrated clearly isn't impossible, it consists of woodland, rugged hillside trials sections, a stubble field and a long, meandering stream bed plus a track he's recently been using because "it's rocky and like what I'll race on in Greece".

Next up it's the grass track. A twisting series of corners, corners and more corners, the one-minute something track is as smooth as the

proverbial baby's bum. And when watered it becomes incredibly slippery, just as any grass-covered Enduro World Championship special test does when it rains.

The 20-minute mountain ride, in hills just a stone's throw from his home, is enduro heaven. With fast flowing forest breaks linked with technical climbs and tight single track, it's like the best bits of all enduro tests featured in the EWC during the past five years.

Then there's the extreme track – Antoine's pièce de résistance. Built at considerable cost and designed to be exactly like the track he raced at the opening round of last year's US Endurocross championship, it's a seriously impressive training facility. Showing just how much Antoine wants to reach the top, in having his own extreme track he can hone his skills in much the same way as so many supercross riders do on their own private SX tracks.

And I guess that's the one thing that hasn't changed among riders battling at the top of the international enduro scene – the desire to succeed. Without the want to roll up your sleeves and put in the hard work you can have all the tracks in the world at your disposal and they won't make you a better rider.

What Meo and Knight have both done in having their own tracks built is invested in their careers and ensured that they have what they need to be their very best and stay one step ahead of their rivals. With the work ethic, drive and determination to go with their hand-crafted extreme, enduro and motocross tracks, well, it's no surprise that both riders are leading the race to become world champions in 2010...

FREESTYLE XTREME

ROCKSTAR ENERGY-BRANDED CASUAL WEAR

There used to be a time when you had to scour your local skate shop for a badass bit of casual clothing but these days with the wonder of the world wide web and all it's possible to find a massive selection of sweet looking tees, hoodies, hats and caps at the click of a button – if you visit the right website that is. If you're looking for Rockstar Energy-branded clothing you could do a lot worse than

www.freestylextreme.com because these guys have got the lot – if somebody makes it and it's got a licensed Rockstar logo on it I guarantee Freestyle Xtreme have got it. Check it out real soon y'all...

Price: see website

Supplier: freestylextreme.com

Contact: 0117 967 2240



MECHANIX WEAR

ORIGINAL GLOVE

I'm not sure what it is but there's something about these gloves that remind me of Tic-Tacs. Unlike a Tic-Tac these gloves will last longer than a couple of minutes in your mouth – even if you chew 'em – and are resistant to oil, water, heat and grizzly bears too. Okay, that last one might be a lie but these gloves are super tough while still being thin enough to enable you to get a good grip of your tool, nuts and bolts. Fnarr.

Price: £19.99

Supplier: madison.co.uk

Contact: 0870 034 7226



FRO SYSTEMS

SUMMER SUNGLASSES

Employees at Fro Systems are often dazzled by the brightness of boss man Mark McCann's super white teeth so to ensure that productivity doesn't suffer too much every time the MD smiles, several pairs of sunnies have been introduced to their extensive range of products with every Fro worker being forced to wear them while in the office. Check 'em all out at

www.frosystems.com where you'll also be able to order some at your leisure...

Price: from £29

Supplier: frosystems.com

Contact: 01527 850614

EASTON

EXP 1-1/8" HANDLEBAR

Madison have just taken delivery of the brand new Easton EXP 1-1/8" bars to sit alongside their legendary 1-3/8" bar and clamp system. Easton were the original designers of the Answer Pro Taper bars almost 18 years ago and with years of development and success under their belt they deemed it time to launch their latest version. The new 1-1/8" bar will be offered in the five most popular bends on the market with the 1-3/8" oversize bar and clamp system continuing to be offered for those seeking the ultimate in strength and performance.

Price: £69.99

Supplier: madison.co.uk

Contact: 0870 034 7226



SOLVA SUSPENSION

Sheffield suspension gurus Shocktech are pleased to announce that they're now the official importer for the UK as well as being an authorised service centre for Solva – the suspension brand that Tony Cairoli made famous during his time with Yamaha. As well as servicing and set-up Shocktech are also able to offer factory Solva suspension kits which come as a complete package and include 49mm forks, shock, triple clamps and a brake caliper. If it's good enough to take Tony C to three world titles then it'll surely give you an edge as well.

Price: Full system from £4,999

Supplier: shocktech.co.uk

Contact: 07818 274408



SFS HOSES SILICONE COOLANT HOSE KITS

The SFS range of replacement hose kits are manufactured to race specifications and thrive on the high pressures and extreme temperatures found inside the coolant systems of high performance engines. These hose kits not only add piece of mind they also look fantastic and are available in colour options that have been specially developed to match different bike manufacturers' corporate colours.

Price: various

Supplier: sfsperformance.co.uk

Contact: 01582 509250

RENTHAL MOUNTAIN BIKE PRODUCTS

We've gone mountain bike crazy here at DBR with 66 per cent of the design team and 100 per cent of the editorial team all putting in the miles on our off-road pedal bikes. Being dirty dirt bikers at heart we're always keen to get some good old motocross-branded bits on our push-irons so when we saw these sweet Renthall Fatbars and Kevlar grips we knew we had to get some. As always the quality is spot on with these Renthall bits and we fully expect these long-lasting parts to be going strong long after we are...

Price: Fatbars £59.99 Kevlar grips £11.99

Supplier: renthal.com

Contact: 01372 378000/01522 791369



USWE DRINKS SYSTEM

These USWE drinks systems have been around for over a year now with Shaun Simpson first bringing them to our attention by using one mounted to a Leatt Brace at the Dutch GP last spring. Although it's the neck brace versions you see most of at GP level USWE actually produce a whole range of backpack style drinks systems in a variety of sizes and the quality and fit seems spot on. Check them out at www.uswe-sports.com where you can also learn more about their supported athletes – Mike Alessi, David Knight, Ben Townley, Dougie Lampkin, Clement Desalle and more...

Price: from £75

Supplier: apico.co.uk

Contact: 01282 473190

VOLCOM T-SHIRTS

Freestyle Xtreme serve up yet another fresh slice of casual clothing goodness with these sweet new tees from Volcom. As you all know Volcom is the off-track clothing company of choice for American moto-star Ryan Villopoto who's had plenty of opportunity to keep things casual this summer so he no doubt knows his stuff. Seeing as though there are way too many damn-hot designs to show you all of them right here we suggest you head online and seek out the full range at www.freestylextreme.com...

Price: all £19.99

Supplier: freestylextreme.com

Contact: 0117 967 2240



E DISEASED!

It's been a while since I bought a DBR but from 1994 to 2000 I can honestly say I never missed an issue! Then back in 2001 a lack of funds resulted in an early exit while I was in top form competing in the Grade B Ulster/Irish championships on a trusty 125cc KTM aged 17. Almost immediately it was hard for me just to watch my sport or even to buy DBR – it just hurt too much.

After a few years I returned to racing on a very alien 250F Honda for a two-month stint in 2006 (it was a beast to ride after chucking about the two-stroker in the earlier years) so a quick sale and off to university I went. I've been back now two years from university and only three months ago I started to buy Dirt Bike Rider again and I'm very much considering a return to the sport I love for hopefully a third time lucky!

Gareth, Dromara

PS The return will more than likely be for the 2011 season as I've a few pounds to save and a few pounds to lose too!

Motocross is like a disease! Luckily not the sort of disease that makes your frank n' beans shrivel up and drop off but it's a disease nonetheless! And the only known cure is to accept a super-smart pair of Etnies trainers and put the money you would have spent on them towards your new bike! That's what Doctor DBR prescribes anyhow...

SPANNER #1

This year I've finished my GCSEs at school and I'm stuck wondering what to do. A crazy idea has popped into my head, something along the lines of a mechanic's apprenticeship with a motocross team as I'm very keen on all things engine. I had a look around but could find no clues as to contacting a team so any hints would be much appreciated.

Matthew, Oxon

SPANNER #2

I am just emailing for advice on getting into the motocross industry (mechanics wise) as I'm currently on course to attend Silverstone National College for Motorsport and have always been interested in motocross. I would be very grateful for any advice you could offer me on my journey to make my dream happen.

Henry, Northampton

Getting a break into the industry is tough. Some people just fall into it by accident, others – like you two – purposefully decide on it as a career path. In this month's mag we've got an interview with Gizz Edmunds who's spannered for, among others, Tommy Searle and David Knight and he studied motorsport engineering at university and

that seems to be the best way to go about it. Getting an apprenticeship with a team is a bit of a long-shot but getting a place on a motorsport course isn't so get your heads down, study hard and get some qualifications – once you're armed with those all sorts of opportunities could open up...

LAID UP!

I'm writing from my hospital bed after a pretty bad accident on my road bike leaving me with a broken back and not very much to do with my days except read and reread your mag!

Unfortunately, I'll be out of riding for a while so I won't be able to compete in enduros with my younger brother and against Graham Jarvis in the expert section! Luckily my family got me a laptop and I've managed to drop an email in. Please make my day and hopefully I'll see this in next month's mag.

Stuart, Barnsley

Sorry to hear you're laid up and get well soon Stuart. When you've read and reread this issue get some serious dangle action going and head to the digital vault at www.dirtbikerider.com for some more quality reading!

FIRST STEPS...

I am writing to you about places to ride a motocross bike in West Yorkshire and also where I could get a second-hand bike. I am only 13 and I have always wanted a motocrosser but I just haven't been able to get one.

My dad has had bikes since he was young and that included trials and motocross bikes. I know I would be able to ride one but I haven't been given the chance yet. My dad said when we get enough money we will get one but I need to know where I can take one because when my dad was younger people could take their bikes anywhere eg old quarries and other places and I just can't seem to find anywhere. Could you please help me out DBR?

Euan, Leeds

If you're looking for a second-hand machine get a copy of Trials and Motocross News and check out the classified section – there are lots of used bikes for sale in there. As for somewhere to ride, well, gone are the days when you could rip around on bits of wasteland I'm afraid – we've all got to be much more responsible and be aware that every time we ride our bikes we're ambassadors for off-road sport. Luckily, there are plenty of practice tracks that cater for most standard of riders – two in your area that spring immediately to mind are Doncaster Moto Parc (www.doncastermotoparc.co.uk) at Finningley and FatCat Motoparc (www.fatcatmotoparc.com) which is just off junction four of the M18...



TALL ORDER!

I wonder whether you could help me find my ideal enduro machine! I'm 6'6" and need a tall bike but don't want something that will tear my arms off as it seems to be only the bigger-engined stuff that comes in a big frame. I had an XR400 for many years but now just need something a bit lighter and more powerful but would like to stick with a four-stroke. Could you please suggest a bike?

Chris, Bourne

Back in the day the taller enduro bikes did tend to be a bit beastly but there's a whole new generation of woods weapons to choose from now. Just as an example, in the August issue we tested the 2011 KTMs and the 530, 450, 400 and 250 EXCs are all the same height – 985mm – so you shouldn't have a problem finding a power delivery to suit your requirements. And if these are a bit low-slung for you the KTM Powerparts catalogue even features taller seat foams designed specifically for taller pilots!

BAD THE BEAR!

I've always wondered what you do when you need a tiny letter to fill out your Rant page?

Hannah, Montana

What do you think?



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk
All letters/emails must be accompanied by a full address.
Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of Etnies Fader shoes.





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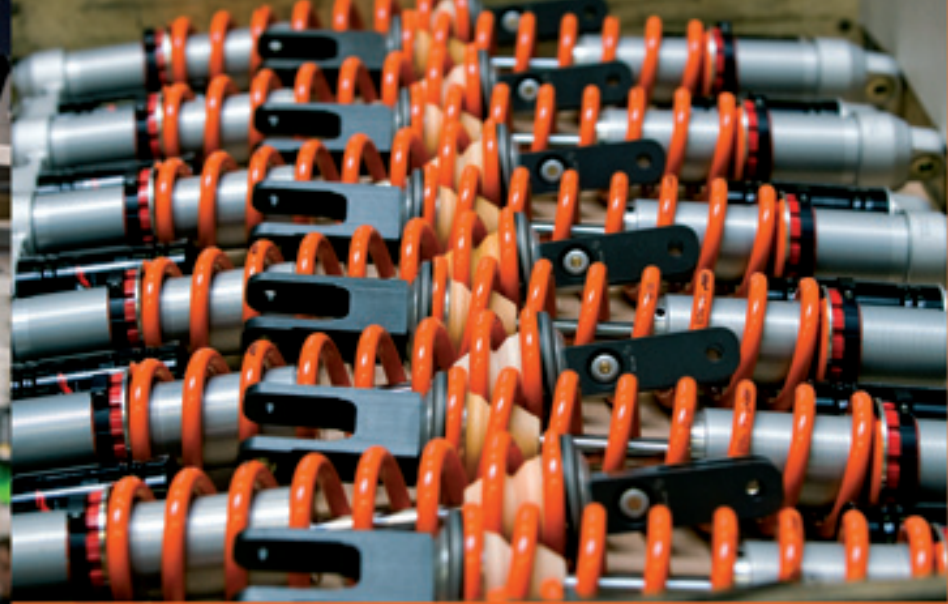
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Sales and Marketing Director
Hubert Trunkenpolz is a
former national level
motocross racer



LIVE TO RACE, RACE TO LIVE!

FROM THE FACTORY FLOOR TO THE BOARDROOM,
A PASSION FOR RACING RUNS THROUGH KTM...

Words by Sean Lawless Photos by Suttty

'Ready to Race' – it's more a mission statement than an advertising slogan and within 10 minutes of setting foot inside KTM's Mattighofen HQ you're in no doubt that these three little words burn all the way through to the core of the Austrian manufacturer. KTM employees don't have alarm clocks, they have five-second boards!

Competition is at the heart of the company's ethos and everywhere you go there are reminders of KTM's rich racing heritage. The corridors are lined with genuine ex-works bikes with mannikin pilots decked out in race kit, complete with authentic rips and mud splatters. Langston, Dobb, Smets,

Nicoll, Aro, Sala, Townley, Ramon, Kinigadner – the list goes on and on. If they represented KTM the chances are they are represented somewhere in this off-road Madame Tussauds.

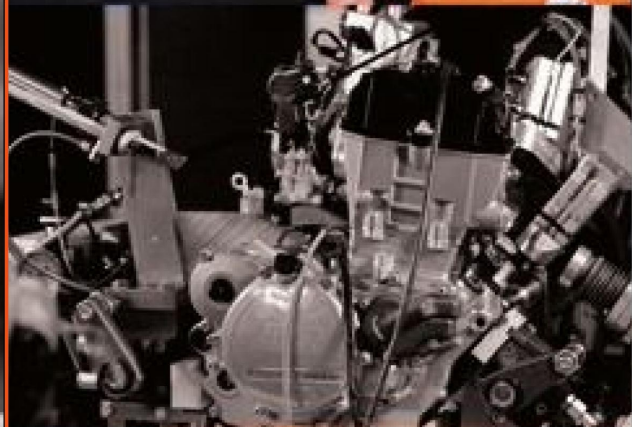
This passion echoes throughout the factory, from the assembly lines where they build the production bikes to the factory that builds the engines to the R&D and Motorsports departments that sit side-by-side in their own custom-built building.

On the first afternoon of our visit a copy of Renthall's latest advert showing Tony Cairoli and Mike Alessi sharing a monster holeshot at Glen Helen on their 350s is passed to our marketing hosts Thomas Kuttruf and Paolo Carrubba. The next day the same ad is >>





Thomas Kuttruf was a German national road race champion before he joined KTM



ENGINE ROOM

Engines destined for production machines are built in a separate factory a five-minute drive from the KTM HQ where a 200-strong workforce produce the motors for the full range of KTM machines, from the 50SX through to the RC8 superbike. The factory has 18 CNC machines where 'raw' casings are machined to exact specifications. The motors are then assembled on two production lines before they are passed to one of eight available dynos where every engine is run. The oil is then drained before the motor is refilled with fresh oil and then stored ready for moving to the production lines where the complete machines are assembled...





everywhere you look – on noticeboards, on windows, on the backs of doors – stuck up by the employees who take a huge pride in being part of KTM.

"Racing is more than a shop window for us, it's an essential part of research and development," explains Sales and Marketing Director Hubert Trunkenpolz. "Ready to race means that everything that is available to the customer first has to prove that it's competitive on the race track. This is our philosophy and this is why motorsport and research and development is much more linked at KTM than most of the other companies."

Hubert's uncle Hans founded KTM in the early '50s and he has remained close to KTM all his life although he wasn't directly involved with the company until after it went bankrupt in 1992 and came under new ownership. A former amateur MX racer, Hubert is now a regular front runner in the KTM X-Bow Battle series for the company's two-seater sports cars. Y'see, that racing thing is never far from the surface...

"I was doing the national Austrian championship but I had a heavy crash with a lot of broken bones. And also at the same time Heinz Kinigadner was coming up and I realised [after watching him] I will never be able to make a living. It was an eye-opener for me."

Heinz Kinigadner needs little introduction. The legendary two-time world 250cc champion took back-to-back titles for KTM in 1984 and '85 making him a folk hero in his native Austria. He's enjoyed a long association with the manufacturer and is also the link between KTM and Red Bull.

"Results are tremendously important for sales," continues Hubert. "There is an old saying 'winning on Sunday, selling on Monday' and that is 100 per cent true. If you are not winning in motocross you are not selling. We have also realised that because we've not been so successful in MX1 over the last years and our sales went down dramatically. The other side now is we are back in front and sales are catching up."

The reason KTM are 'back in front' is, of course, the pairing of Antonio Cairoli and their all-new 350cc four-stroke which has been shaking up the world MX1 championship this season. After touring the R&D and Motorsports departments, meeting some of the people behind the 350cc project and, of course, seeing the Renthall posters springing up everywhere it's no surprise to hear Pit Beirer – who oversees KTM's racing effort – talk about the ground-breaking new bike with such intensity.

"There is a lot of passion and our own blood in the 350 – it is our baby," says the former GP star. "We brought the idea of it to the FIM and asked to change the whole MX1 class to 350cc because we think that the 450s are getting just too strong and too heavy and in terms of the fun of riding, passing in the races, interesting races, the 350 is needed."

Pit explains that KTM first approached the FIM with the idea before work had started in earnest on their 350 and came close to persuading the world governing body to redraw the MX1 class limits.

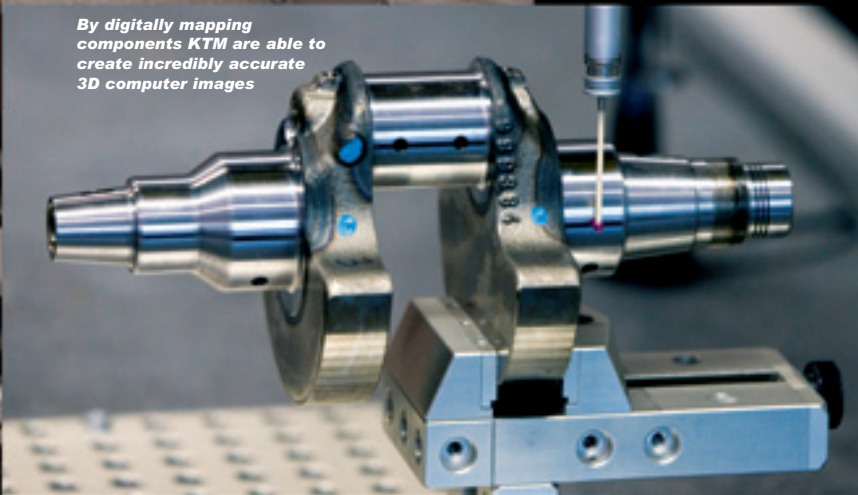
"They were really that close to making it a 350 class in MX1 but the Japanese lobby was too strong and they didn't want to follow," says Pit. "The decision was already made in several points that we would go altogether into a 350 class but then it was stopped. But thank God our boss Mr Pierer [KTM CEO Stefan Pierer] is such a strong personality that he said 'you know what, we're going to do our own 350 and show them that this bike is good enough to win GPs'."

Now that KTM's 350 is winning races is there a chance that the Japanese big four will follow suit? After all, Yamaha started the four-stroke 'revolution' with a 400cc machine at the end of the '90s and toyed with a 426 before settling on the industry standard 450cc so there's already a precedent for playing around with capacities.

"The 350 is maybe the most important motorcycle in the range at the moment," says Hubert. "There is no competition, nothing comparable there. And it is very successful. >>



End of the production line – this 300EXC is heading to Australia



By digitally mapping components KTM are able to create incredibly accurate 3D computer images



It obviously has advantages for the amateur riders and the pros – but also we should not underrate the MX2 bike which is the best MX2 motorcycle on the market at the moment.

"I would not be surprised if the Japanese came with a 350 displacement. Product competition is always good for the market. At the moment we know in the first place that they were shocked that the 350 is so competitive. It was a high risk thing giving 100cc to the field. Everyone was always talking about power but we were always convinced that with the right power to weight ratio you could be maybe more successful in motocross.

"It was always a big risk – would we be still able to do a holeshot with a 350? And obviously we are because Cairoli is doing a lot of holeshots. So I would not be surprised if one or another of the Japanese manufacturers will follow."

To go ahead and produce a 350 that would have to line up against 450s was potentially a very expensive experiment but it again comes back to KTM's love of competition and the challenges competition throws up.

"We saw it as a way to make the sport more interesting again that the guys can race a little bit like on 250 bikes and swap positions and not just follow each other," says Pit. "Sometimes we have boring supercross races because everyone is just following each other – especially if you look at the second part of the race. On 250s they fight to the last corner and in 450 after halfway the race is settled. That's where the idea came from.

"It was a risk for us. We didn't know how this bike would act on the track. There was a lot of theoretical thinking in that bike starting with me and Stefan Everts. We told Tony 'you have a 450 and a 350 and you decide before the season' and over the winter it was more and more clear that lap times from Tony were better on the 350

but we still didn't know how the bike would act on the start and then at the Starcross – the first time for the bike in a race – Tony won starts and won the race there.

"Our key to success is the less turning mass in the engine. The bike is a little bit lighter but not 15 kilo lighter but we have a lot less turning mass in the engine. Sometimes we are even surprised ourselves. You can have a long uphill start like at Glen Helen and two 350s are in front of all the 450s – it's because less weight in the engine must move from zero to speed more quickly and that's why we can compensate for less engine power. The speed and time of revving up and moving, the 350 is just a little bit faster than a 450. We thought that on starts like that if we could survive in the top five we would be okay, not that we could run away like that."

Fielding a 350 against 450s wasn't the only risk. Signing the reigning world champion to race the new machine was a potentially perilous strategy – something Pit readily recognises.

"For sure, Tony was three times world champion when we took him and if he wins it would be him, if he was losing it would be the bike. But I'm confident enough to say we have the best rider with the best bike. But it's not the only bike we have. We have a nice 250 in the programme, we have a nice 450 in the programme. So we don't tell anybody you must buy now the 350 – it's another option to our factory riders and of course to our clients.

"But the facts are clear. The bike is more easy to ride, you're going to have more fun but you still have that little bit of extra torque that you can compete in a 450 field with the bike."

During our visit Pit takes us on a tour of the Motorsport department and gives an insight into how controlled KTM's MX racing effort is. For example no-one – not Claudio De Carli, not Stefan Everts – is allowed to split an engine outside of the Mattighofen motor workshop. >>

Antonio Cairoli has shown the world that KTM's 350SX-F can beat the Japanese 450Fs despite the deficit in power



© Ray Archer

Philipp Habsburg is in charge of KTM's R&D department





KTM
FACTORY VISIT »

Renthal's latest advert proves to be a big hit in Mattighofen



KEEPING CAIROLI!

WHY TONY'S STAYING IN EUROPE

The obvious fast-track route to challenging for major honours on the 350 in the US would be to ship out world champion Antonio Cairoli to take on the Americans. But KTM's race boss Pit Beirer dismisses this suggestion straight away.

"Tony would go to America – it would just take a very little push from our side but that push will absolutely not happen. We want to keep him here because we see a big risk of losing riders in the near future. The new calendar opens the door..."

"The idea behind it is to bring top American riders into the motocross world championship and we're absolutely behind that idea but there's a big risk of them going in the opposite direction. I agree that it's good to develop young riders in supercross but the best ones they will go, the very best ones will immediately sign a deal with an American race team from the first time they are free because it's their dream. So what will we get back? We will get back the riders who are not so good and the injured riders after April. And then what's left to do the motocross world championship?"

"We as a manufacturer we will not follow. If a rider wants to do the world championship I want him committed to the world championship and nothing else.

Not because I don't want them to be good in supercross – I am also now American race manager and I want top guys over there – but if you mix it up you build up a very good structure in America, you build up a good structure here and then maybe you realise you have only half the riders left and what do you do then? You have a structure in Europe that costs you hundreds of thousands and you cannot compete for a title because your riders are coming back injured.

"I have asked Youthstream to have a think carefully that we could lose more riders to America than we can get from America to Europe. But the idea is good and we must all brainstorm how we can bring for some races the best American and the best European riders together on the track. We are fully behind that. I was sitting together with Mitch Payton and we both love the idea of having the best Europeans and best Americans together. We came to the conclusion that somehow we must give points to both of them.

"Mitch said that if there would be three races where he gets AMA points for his boys then he needs to enter the races. He doesn't need to discuss the budget, he has a contract that's fitting to his riders because if they win the race they get the bonus. We could do the same

from Europe so we could make a race where the top 20 from both sides qualify but the first American gets 25 points for the AMA Nationals and the first from the motocross world championship also gets 25 points.

"I have a contract with my sponsors, with KTM, with everybody – we must go to this race. We don't need to discuss with Youthstream who is paying, who is doing this, who is doing that – if there are points for the world championship we must go. You could even crown a super champion out of the three and find a sponsor just for the three races to give a big bonus to the winner.

"It's a very difficult thing because you need to combine two different federations, two sets of technical rules. Because it's so difficult to get the top Americans I would make one of these races in Europe and two in America and maybe the Europe race followed one week later by the Motocross des Nations. And then swap this if the Motocross des Nations is in America.

"I'm not so interested to answer the question who is the best motocross country – I'm a motocross fan and would just love to see the best motocross riders of the world on one track. Imagine the race. Imagine the fight. Imagine the fight around fifth position. The race would never be settled."

TWO-STROKE STRATEGY!

WHY THERE'S A FUTURE FOR PRE-MIXERS

Despite a global shift towards four-strokes in off-road sport KTM have continued to push two-stroke sales. While this may go against the perceived wisdom coming out of Japan it's good news for the sport at grassroots level and it's also a strategy that the Austrians are totally committed to.

"It was a tremendous mistake from the Japanese to give up two-strokes, a real bad thing for the sport and getting young people into the sport," says Sales and Marketing Director Hubert Trunkenpolz. "Take a look at our 450 motocross engine and the 350 even more – they are as high-tech as they could be. So that's very good for, let's say, amateur and pro racing but for young people at the age of 14?"

"So that is why we think of the two-stroke because we're still thinking to learn riding it is also a good tool because you have to be very precise in your riding, it's not so much forgiving. You have to learn to ride very accurate. So there is still a place for it."

But what about the environmentally unfriendly emissions that initially threatened the future of two-strokes in the American market and prompted the new wave of four-strokes?

"I'm 100 per cent sure that two-strokes have a place in the market and also that we will be able to comply with emission levels," adds Hubert. "They are already environmentally friendly. If you look at emissions there are two aspects – first is gas emissions and the other is noise emissions. I think for enduro noise emission is a real challenge and we have to take care of the environment, we have to take care of people who are not so much enlightened and we also see this as our responsibility. To really bring the noise down and take care of gas emissions."

Philipp Habsburg, head of KTM's R&D, can't see a problem either. "Two-stroke emission is not a problem," he states. "Emissions are not a problem in MX – the bikes are not homologated. On the EXCs they've passed Euro 3, will pass Euro 4 in two years and pass Euro 5 in 2015/17."

"A lot of people in the R&D department are working on two-strokes. There is now the European series for 125s which from my point of view is a very good thing. It makes a lot of sense to have a cheap class for the beginners because we all know four-stroke engines are quite high in cost in servicing and so on."

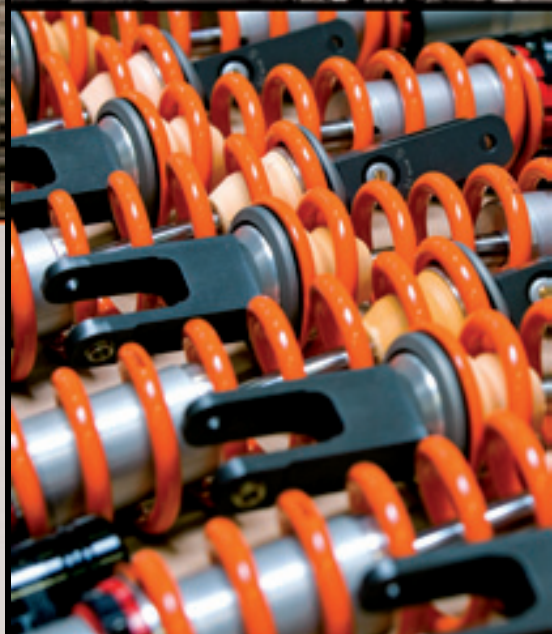


KTM's hopes in the AMA 450 class rest with Mike Alessi and the 350SX-F

Former GP star Pit Beirer is in charge of KTM's racing efforts



Putting forks through their paces in the WP factory



WP SUSPENSION

KTM ensured they became self-sufficient in suspension when they took over WP – a company they already enjoyed a very close working relationship with – and then last year relocated the entire assembly works from Holland to a new 12,000 square metre factory in Munderfing, a few miles up the road from Mattighofen.

PRODUCTION LINES

A highly trained workforce man four production lines where bikes go from component parts to the finished article before being shipped out to showrooms around the world – during our visit they were building 300EXCs for the Australian market. The four lines are capable of building up to 450 bikes a day and there's also a fifth 'top secret' line where new models in the final stages of development are prepared for mass production.



The most they're allowed to do is change the clutch. Even practice engines must come back from Belgium to Austria – the only exception is in America where they have two engine people from Mattighofen.

America is very much a work in progress for KTM. For all their success on the GP tracks of Europe – especially in MX2 – titles have been thin on the ground Stateside. It's a shortcoming they know they have to address and the 350 is seen as a key part of the puzzle.

"America is our biggest single market so from a KTM sales point of view America is a very important part of our total business," explains Pit. "Sporting wise we had a clear target a few years ago to come back as a really strong brand in motocross and we started actually from scratch. We stopped almost all activities we did, it was the same moment we had the chance to bring Stefan Everts on board. And that was really a zero starting point – we started with new technicians, our engine department was completely new, we brought in a completely direct link to our R&D people.

"In Australia we also have a great race team and great results and that's also a big part of our global thinking but we are still far behind in America and that's now the last and maybe also one of the most difficult points to organise motorsports.

"During last year you can imagine that we are not happy with the situation and also we will not accept this situation any longer so one of our next points is to come back successfully in America. But there was a bit of homework to do. We have built a new workshop, we have organised a new team structure, thought how to present at the race track where we think European motocross is a little bit ahead

of America in terms of presentation in the paddock."

So the foundations are in place in the US but the vital final ingredient – the riders – has still to be secured. And after learning from past mistakes, Pit is not expecting success to be quick or easy.

"All the little homework is done but we don't have the complete package together at the moment and this also won't happen overnight. We cannot go now and expect the biggest superstars to come to our team and the economic situation doesn't allow us to pay five million to the superstars to get them here so we have to build it up like we did in Europe.

"We have to have a strong, small team and then good riders will see that it is a good team and they will come. We will give ourselves two or three years to come on that good level. In Europe we learned – years ago we bought the superstars, we bought Pichon, we bought Tortelli but the team was maybe not ready and the bike was not ready and the result was not there at the end. So the money was spent but there was no long-term result. We didn't have a better bike, we didn't have a better team.

"So we really turned it around in Europe. We didn't pay a lot of money to the riders, we tried to bring up young riders, we paid good to good riders but not more than anybody else and now it's a good team and a good bike, the young riders want to come and the top riders want to stay.

"On average I'd say we pay less money to the riders than anybody else in the paddock – it doesn't mean we don't respect the riders, we spend much more money on things like organising a practice camp for them, we have in Belgium a practice workshop with a gym, >>

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ELECTRIC DREAMS!

IS FREERIDE THE FUTURE?

Potentially the ultimate environmentally friendly machines, battery-powered bikes could reopen many doors already slammed shut on their petrol-powered counterparts and KTM are at the forefront of this exciting new technology with their Freeride model.

"We started a few years ago as a research project and about a year ago we decided to bring it out into production," explains Philipp Habsburg, head of KTM's R&D. "The plan is to come into production within the next year. We can't be sure but we think this product will have a big impact on the off-road market but more to bring the off-road market back to countries and maybe back to middle Europe where it's nearly impossible to go off-road riding because everywhere it's forbidden. Our plan is to make it possible to ride without going to Romania or southern Spain.

"And what we are trying to do different to other manufacturers is we really want to do an off-road motorcycle, not a playbike. It's smaller than our off-road bikes but it has a swinging arm that is good for motocross and a frame you can go off into the woods with – it is a real motorcycle."

Unveiled at the Tokyo Motorcycle Show in March, the Freeride is more or less good to go although there is still one big stumbling block – battery technology.

"The problem on the electric programme is that there are some bottlenecks with the charging technology with the battery," says Sales and Marketing Director Hubert Trunkenpolz. "The bike could go into serial production in autumn. It is ready. The development is finished. But the charging technology is not yet available.

"We have a certain space and volume for the battery and at the moment the battery fills out the full space and has a certain weight and a certain power. We think the same power maybe in two years time will only need half of the space that we have foreseen and you will only have half the weight.

"We think it has a real bright, bright future but it will take time."

we have a physiotherapist at every race, we have Stefan Everts there to go practice with them every day so we have so many things around them."

It's common knowledge that world MX2 champion – and current 2010 MX2 series leader – Marvin Musquin is headed Stateside in 2011 and unsurprisingly he's a big part of KTM's US breakthrough plans.

"I think he can be one of the big helping hands for us because he's already a very good rider and hopefully he can go to America as two times world champion and I'm sure that Marvin can ride next year ready for a podium in the Lites class in supercross and outdoors he's the guy to beat. So this could be the first point where we can show how strong we can be and also Marvin can help us to bring other good riders to KTM.

"We also have Mike Alessi there – he won already an outdoor moto on the 350 this year. I was also sure than Tommy [Searle] will do great in the Nationals this year because he was very motivated but he's been with a shoulder injury since January.

"He came to Hangtown and finished second in a moto and I was hoping we could go through the whole season like that – that they don't maybe win the championship but at least be consistently somewhere there in the top three to show that KTM is living and that would give me the base to bring partners, to bring sponsors, to bring better riders, more riders.

"So we are not 100 per cent on schedule but we could still show in the spotlight and then Marvin will go there and then we will have already a stronger team for next year. We will

radically change the situation there – the target must be to get two top supercross riders in our team to win supercross races in both classes. That's where the big show is happening in America."

With Musquin looking good to be a major force on a 250F in both supercross and the AMA Nationals, the obvious chink in KTM's armour is the big bike class where currently their hopes lie on the shoulders of the fast but temperamental Alessi.

An early pace-setter outdoors in 2009 before getting hurt, the Californian sat out this year's SX series.

"We stopped Mike from doing supercross because he was coming back from injury and was crazy enough to ask for a 450 to do supercross," reveals Pit. "We convinced him not to do it and really recover and come back in the Nationals on his normal level and then he will start this winter with Australian supercross and then we go with him into a full supercross season."

So could the 350 really be the key to finally open up the American market for KTM? The man at the top of sales and marketing certainly thinks so?

"In the United States we have to improve ourselves and this is already under way with Mike Alessi doing really nice with the new 350," adds Hubert. "We have the right product and some people are already approaching us to maybe put something together but we have to evaluate everything very clearly.

"We didn't have the product that was able to win and now we have the product and this is why we're on the radar of people."



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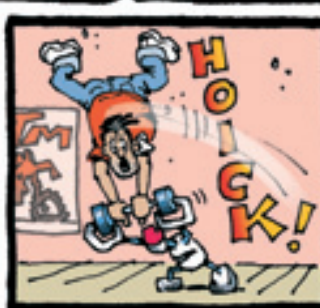
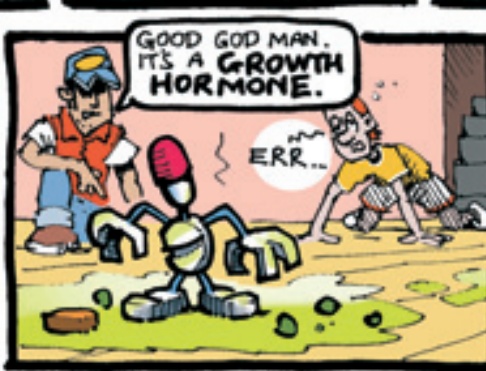
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Martin Barr gets on
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Born To Race!

THE SON OF A SEASONED ROAD RACER, MARTIN BARR CAN'T REMEMBER A TIME WHEN MOTORCYCLES HAVEN'T PLAYED A MAJOR PART IN HIS LIFE – AND IT'S A DEEP-ROOTED PASSION THAT'S HELPED HIM OVERCOME PAST DISAPPOINTMENTS TO ENJOY HIS MOST SUCCESSFUL SEASON SO FAR...

Words by Jeff Perrett Photos by Nuno Laranjeira

Martin Barr is one of those people who were just born to race motorcycles. His father, Martin Snr, was a serious road racer and the family lifestyle is based around a true passion for motorcycling. Marty hasn't known any different from as far back as he can remember.

"Dad used to be a road racer for about 20 years and raced all over the world up until 1995 when he had a huge crash in the North West 500 and battered himself good and proper," says the 22-year-old from Ballyclare in Northern Ireland. "He packed away three times in hospital after the crash and they had to start him up again on the old jump leads! I'm really lucky to still have him.

"He'd come back racing tomorrow if he could but he can't but by then I was already racing MX and had won the 50cc Ulster championship that year so dad packed it in and that became the focus. My mum and three sisters are just used to us boys messing about with bikes."

I can't remember exactly when or where I first saw Martin Barr but I can remember when I first got talking to him. It was at Matchams Park towards the tail end of 2003. I had recently sorted a deal out with Yamaha and Steve Dixon to ride the new 250F on Steve's team for the second half of the year. Martin had also just been signed up by Steve after Ash Kane – who was then working for Fox and already supporting Martin and the team – suggested to Dixon that Martin would be a good, strong prospect. He wasn't wrong.

Marty was 15 at the time and I remember going over to him and his dad and getting to know them. He was a quiet lad but a couple of things that I instantly liked about Marty were the respect he had for me as an aging pro and his self-belief in wanting to become a pro rider. He certainly kept me honest around Matchams that day but he wasn't cocky with it like some 15-year-olds would be if they were hanging onto the back of a more experienced rider. Afterwards I spoke to Steve about Martin and told him he'd definitely signed a rider who could be nurtured into a pro champion.

Soon after starting out in the sport Marty was winning in the auto class but then he struggled for a couple of years after he moved up onto geared bikes and that's when he first realised he didn't like finishing second. It's a feeling that's driven him forward ever since.

"In the 50s I won the Ulster championship a few times but once I got onto the geared bikes I just wasn't at the top of each class so it wasn't as good. But then I won the British supercross in the big wheeled class and that's when I got a taste for winning again and I knew it was what I wanted to do with my life. I then got supported by Russell's Motorcycles which is a shop in Northern Ireland who also helped Gordy [Crockard] and it started to get more serious from there. I can remember going to my school – Ballyclare secondary, the same one as Jeremy McWilliams went to – and the English teacher asking what I wanted to do when I got older. I said 'I'm going to race motocross' and he'd laugh and say 'no, really, what do you want to do?' and that annoyed me a bit. I thought >>



Marty On...

THE SEASON SO FAR >>

"With things like they were at the start of the year I'd never thought I'd be leading the Red Bull Pro Nationals or be third in the Maxxis, especially with the other guys doing the GPs. So I'm happy but not fully content. I want to beat those guys and win both titles!"

BEING NORTHERN IRELAND'S NEXT MX SUPERSTAR >>

"When I was younger I remember sitting down on a Sunday when we weren't racing and watching Gordy on Eurosport racing the GPs and I wanted to be like him. It was good to end up riding with him when we were at Steve [Dixon's] team and the highlight was when I beat him at a GP at Desertmartin – that gave me a lot of confidence. Beating Northern Ireland's best motocrosser felt good but I've got to go on and try and achieve what Gordon did to say I've really made it."

HIS SUZUKI YEARS >>

"When I moved to Suzuki I think maybe it was a good time to move on. I needed that fresh start because it just kind of came to a halt at Yamaha and not through lack of effort on anyone's behalf. I enjoyed the Suzuki, I used to ride them in the big wheeled class. I think the results proved it. I'd still be there if Rob hadn't lost the title sponsor. It's such a shame because it was a good, solid team and one that deserves to come back."

HIS PAR HONDA TEAM-MATES >>

"I get on with everyone – or at least I think I do! I don't really bad mouth anybody and try to just do my own thing. At the beginning of the year Luke [Hawkins] and Brad [Anderson] would be down at Paul's quite a lot and we formed a good relationship riding, training and hanging out together. It's a good team. I help Luke as much as I can, mostly by always telling him the kind of opportunity he has and to grab it with both hands. He's a good kid and his results are proving he's putting the work in."

THE VALUE OF SUPPORT >>

"I really can't thank the people that support me enough because this is such a tough sport – mentally, physically and financially. Obviously, Paul and the team have been amazing, especially as it was all put together at such short notice. It's such a good set-up with the gym and physio and that really helps. It would be much tougher too if it wasn't for private sponsors like AJ Plumping and Agnew recovery services, Fox, Spy...everyone really! That's why it's always nice to win and do well and give them something in return."



"I'll show you, I'll show all of you!"

Show them he did, not just by making the grade as a professional sportsman but also on how to conduct yourself along the way. Without question Martin Barr is a shining example of a hard-working, honest man with pride and integrity. He may not be raking in big coin and living in a mansion with fancy cars parked on the driveway but that's not to say he isn't successful. He's polite, well-mannered, focused – he's a good role model. He may not have completely accomplished his dream – that's still a work in progress – but he's on the right road that's for sure, so much so that a few years ago Martin got the opportunity to make his school teacher eat a good slice of humble pie.

"Three years ago I got called back into my school to take the assembly. That was pretty cool to see the teacher that laughed at me. I went up to him and said 'do you remember what you said to me?' and he just laughed again but this time because he knew he had no comeback. He was pleased to be proved wrong though. It was a great experience for me. I took my bike in and showed them a DVD and answered questions. One of the teachers from the school told me not so long ago that so many kids follow motocross now and follow me – the teachers ask the kids how I'm getting on because they all know. It's cool to get that kind of respect because motocross is hard and I work hard."

For those of you that don't know Martin Barr

or what it's like to race at a professional level I can tell you he isn't lying when he says that. It may not look it because Marty is such a smooth rider and maybe his demeanour goes against him but it's always the quiet ones you have to look out for isn't it?

He deserves the plaudits he's now getting because it's been a tough time for Marty. He didn't really cut it in GPs and that hurt him a little. Some will argue – maybe with just reason – that pressure played a part in his grand prix career never really taking off while others would say injuries hampered his progression.

"I made it to grand prix early but I feel I never showed my true potential in that and it's something I'd like to get back into and show people what I can do at that level. I did have a lot of niggling injuries and now I'm also a lot more mature and know how I'm feeling and what works and doesn't work for me. Now I'd be able to cope with the pressures of GP racing better because I understand more about being a pro racer. Now I'm having the best season I've ever had and I feel like I'm riding the best I have ever ridden."

"Obviously, at the start of the season I was on my arse and didn't think I was going to have a ride at all after Relentless pulled out of Rob Hooper's Suzuki team. I was pretty stressed.com but I still went out and did my training and remained focused in the hope that it would work out and it has."





From my own personal experiences I believe that you see the real side of someone's character when the odds are stacked against them and Marty certainly found himself in that position at the start of the season after losing his ride for the year. I tried to put myself in Marty's boots and I had to ask him if the whole situation actually had a positive effect. Like it took away all expectations and the pressure of the off-season because it was so last-minute, allowing him to ride freely and grab the opportunity with both hands?

"Yeah, I think it did kind of help – it was a difficult time though. I started training on November 1 and everything was going well but then to get that phonecall from Rob telling me there was no team and no ride was a bit of a downer to say the least. Rob did all he could and I thank him for that and his help in my career but I also knew I had to put a few calls out there while he was still trying to pull things together.

"Dad and I started to think about buying a 450F and doing our own thing because there is no way you can be competitive as a privateer on a 250F. Luckily Paul Rowland [PAR Honda team owner] called me because word had got around

that I had no ride and Scott [Elderfield] was having doubts about whether he wanted to continue so I went to see him and have a fitness test.

"He wanted to see if I was fit enough and really wanted it and wasn't a prima donna as he put it. He was happy that I was ready and we cut a deal, got the bikes at the end of January and my dad started tuning the bikes, then it was a mad rush to get ready for the first Maxxis round. Obviously, I'm not on the best deal out there because of circumstance but it's driven me on. I want to win championships, keep the ball rolling, stay injury free and prove to people that I am winning material because I know I can do it."

So is Martin Barr winning material? Well, he certainly appears to have the talent and self-belief to do the job. Currently leading the MX2 division of the Red Bull Pro Nationals, he also sits third in the Maxxis British championship with GP riders Zach Osborne and Jake Nicholls the only men in front of him as it becomes a three-way battle for the championship. And he's pleased to be in the hunt, especially as he feels Osborne and Nicholls have the slight advantage. >>

Marty's leading the RBPN series and holding down third in the Maxxis – not bad for a rider without a ride at the start of the season



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"It's frustrating at times when I see Zach and Jake going well at GPs and when they come to the British championship it's us three going for the title. I see Osborne on the GP podium and Nicholls not too far away from it while I'm sat at home not even racing on some of those weekends. They have to push all the time so their speed is being tested and that's got to help them when they come back to race in Britain.

"Like I said, I'm more mature now and know I could handle the pressures of racing at that level but it's going to be hard now. With the whole way the GPs are going and the new age limit I'd have to move up to the MX1 class. I'm going to try and do a couple of GPs before the season is out, just to see if I could put a good result together and do enough to make a team sit up and take notice. Unfortunately, the way it is at the minute there's just going to be a bunch of rich daddies' sons racing which is crap. You're going to get your top 12-15 riders that are there on merit and are fast and then after that it's all about how big your bank balance is."

It's unusual to hear Marty be so out-spoken. Usually so calm and collected, he's got a

reputation for a being a rider who keeps his head down and gets on with his job quietly. Maybe a little too quietly? Could his character be holding him back?

"I think on some occasions down the years my character has gone against me. There's a lot of riders out there who are outspoken and kiss a lot of ass to get their pictures in magazines and get interviews and stuff or even sort out their deals rather than letting their riding do the talking. I'm not into all that. Coming through schoolboys when I won the British championship they'd stick a picture in the magazines or T+MX of the third or second guys on more than one occasion and not one of me. I've never been sure if it was because I was from Northern Ireland or because I was quiet or what but I'm just used to it now and get on with it without a fuss.

"Like when I finished third in the British championship I broke my collarbone at Bellpuig in Spain and two weeks later I had a British championship at Lyng and I got it lased before but in the first moto it snapped again. Not a lot of people know that I went out in that second moto



Born To Race!



With PAR Honda team-mate Brad Anderson

with a broken collarbone because I just wanted to get on with it and get the job done with minimal fuss and not complain about stuff too much because what is there really to complain about? I'm doing something I've always wanted to do. I'd rather race motocross than get up at 6am and work on a building site!"

Sound words right there from a young man who has his feet firmly planted on the ground. Martin Barr is living the dream and he's going about it methodically and with a growing self-assurance and confidence he's picked up along the way. It's obvious that he's a thinker and has learned quickly from his mistakes.

So are we moving into a new era for Ulster motocross, 'the Martin Barr era' where he's going to take the baton off Gordon Crockard, run with it and be their next British champion? No-one knows the answer to that but one thing for sure is Marty Barr is working as hard as anyone for that to happen.

"Motocross is what I live for," he reminds me. "I don't really know anything else."



The Irishman is showing he's got what it takes to go the distance and win titles in the Red Bull Pro Nationals



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RIDER ENTRY FORM

28th Annual Weston Beach Race | 15/16/17 October 2010



Event: Weston Beach Race

Organiser: RHL Activities Ltd

Venue: Weston Sea Front

Entry declaration:

- I / we the undersigned apply to enter the event described above and in consideration thereof
- I / we further declare that I am / we are physically and mentally fit to take part in the event and I am / we are competent to do so.
- I / we confirm that I / we understand the nature and type of event we are entering and its inherent risks and agree to accept the same notwithstanding that such risks

may involve negligence on the part of the organisers or officials.

- I / we confirm that the machine(s) as described below which I / we compete on shall be suitable and proper for the purpose.
- I / we confirm that if any part of the event takes place on a public highway, the machine(s) described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that it / they will comply with

the regulations in respect thereof.

- I / we agree that I am / we are required to register our arrival by "signing on" at the designated place not less than 30 minutes prior to commencement of my/our practice or first competition, whichever occurs first.
- I / we enclose the entry fee of: £..... if you were in the adult solo last year, please put your race number in the box

Acknowledgement of the risks of motorsport:

I / we understand that by taking part in this event I / we are exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I / we acknowledge that even in the event that negligence on the part of the promoter, the organising club, ORPA, the venue owner, or any individual carrying out duties on their behalf were to be a contributory cause of any serious injury I / we may suffer, the

dominant cause of any serious injury will always be my / our voluntary decision to take part in a high risk activity. If the event is cancelled or otherwise changed for reasons that are beyond RHL Activities Ltd reasonable control including, but without limitation, compliance with any law or governmental order, accident, rule or restrictions, adverse weather, fire, disease, war or terrorist activity, commotion, acts of God, strikes

or other industrial action, breakdown of plant, machinery or any failure of gas, water service, electricity or similar supplies, then RHL Activities Ltd shall in such circumstances have no liability to the entrant. The commencement of racing is deemed as started as soon as the start gate is opened. I consent to details of any injuries I may suffer at this event being passed to the Medics and the Clerk of the Course.

I / we have read the above together with the associated Rider Entry information and acknowledge that my / our participation in motorsport is entirely at my / our own risk and are subject to the terms and conditions of **RHL Activities Ltd**.

RIDER INFORMATION (ALL FIELDS MUST BE COMPLETED)

Transponder No:

Surname: Forename: DOB:

Address:

Postcode: Tel:

Email: (Completion of this speeds up application)

Signature: ORPA Licence No:

2ND RIDER/PASSENGER (To be completed for Q2-2 Man Quad and Side Car Only)

Surname: Forename: DOB:

Address:

Postcode: Tel:

Email:

Signature: ORPA Licence No:

By signing this application form the competitors/parent/guardian accept they have read and understood the terms and conditions of entry as laid out in the accompanying supplementary regulations pages 1 – 3 of this application pack

PLEASE CIRCLE BELOW THE CLASS ENTERED:

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JEEPERS PEEPERS!

PREP YOUR GOGGLES THE CROCK STAR WAY

WORDS BY **GORDON CROCKARD** PHOTOS BY **BEVERLEY CROCKARD**

With three British Open titles and four GP wins to his name, Gordon Crockard is a bona fide motocross legend – and now he's sharing his secrets with DBR readers. Every month the Crock Star will run through an essential technique for everyone's racing repertoire – this month he's taking us back to basics with a goggle-prep masterclass. And when you've read and digested his sixth lesson hook up to www.dirtbikerider.com for a video demo of GC's other techniques...



"Vision is a very essential factor to racing and I would like to share a few little tips on how to maximize your chances of having no goggle problems during your races. Depending on the weather and also the dirt type you will have to decide yourself on what set-up you want to use. Tear-offs or roll-offs are the two choices and then you also have a selection of different lens shades to choose from.

"For the budget racer I would suggest going for roll-offs as they have the range to cope with all conditions, they are the most reliable, they are less expensive in the long run and a little easier to operate on the bike. However, for maximum vision the laminate tear-off system is the leader and an outstanding innovation in goggle technology. Regular tear-offs limit how many you can load as they become too distorted and clarity is lost as you load on each single tear-off. By the time you have five or six mounted you will struggle to see clearly through them.

"If money is not a factor then I would go for laminate tear-offs followed by roll-offs and then regular tear-offs. At the end of the day you can't really afford to put a price on the value of your eyesight. It's irreplaceable.

"For the laminate tear-off system the maximum you can mount is 21. They come as seven stuck together so loading on three of these will equate to 21 tear-offs. Obviously, you can select seven, 14 or 21 as your options as to how many you want to load on.

"I counted that you can have approximately 21 full cord pulls on the roll-off system before the film runs out. The initial cost is the big hit when buying roll-offs but after that the expense is very low as a replacement film is only £1.50. Regular tear-offs become very murky and unclear to look through once you add four or five single tear-offs. Depending on the level of roost that you anticipate to receive throughout your race you may be okay with this

standard of system. But bear in mind you absolutely do not want to have to remove your goggles during the race. It is a total last resort action.

"For most of my races I am faced with some level of mud. If it has been raining then it's muddy, if it is bone dry then the track gets watered by the race promoters. I will generally go with 14 laminate tear-offs and if I am nervous about needing more than that I will resort to using roll-offs. I prefer laminate tear-offs as you get the full entire lens clean each time and roll-offs are only able to offer a clean strip along where the film runs.

"As a precaution in case of dirt or dust getting inside my goggles I always coat the inside bottom frame of the goggle with Vaseline. If any dirt particles get inside the goggles then it will stick to the Vaseline on the bottom frame. I wash my goggles in the washing machine at 30 degrees with the rest of my kit and the dirty Vaseline comes out in



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the wash with no consequences. Remove the lenses from the goggles before putting in the washing machine. The lenses can be washed in soapy water with care taken not to scratch them.

"I also apply a 'no fog' product to the inside of my lenses. This is of course in the case where your lens isn't already 'no fog' as standard. This information should be on the packaging when you buy the lens or goggles. Your lens is most at risk of fogging up on the startline, usually in wet conditions or cold temperatures. Supercross events are a villain for it happening on the line.

"In the case of laminate tear-offs when there is a chance of puddles on the track I would recommend making a 'splash flap' out of duct tape to place along the top of the goggle frame. Simply tear a piece of tape the length of your goggle frame and fold a 1/3 of it over on itself. Stick it along the top so it's protecting the tear-offs from any

water that may try to run down between the lens and the tear-offs.

"For the roll-offs it's best to go for a lens that already has a fishing wire rib molded into it. This design is to prevent the film from sticking to the lens and works incredibly well when there is moisture or water involved. If you don't have a lens which already has the wire built into it you can DIY the same system using fishing wire. Feed the wire through the roll-off mounting holes across the top and back across the bottom and tie them so as the wire is running straight both directions across your lens. Ensure the wire is tight so it remains straight on your lens.

"With the aforementioned 'splash flap' in mind, you can buy a ready-made mudflap especially for the top of your lens for your roll-offs. It acts as a runner to prevent any water getting down between the film and the lens. This is a must-have part for the performance of the roll-off system.

"I like to tape around the canisters to protect them from breaking open from flying roost. If they do break open then all your film will trail behind you and your goggles will soon become a problem for vision. I also mount on a couple of regular tear-offs on top of the roll-off system. These can be especially bought to suit the brand of roll-offs you have - I would recommend Rip N Roll TVS as a complete package. These can be bought to go with any of the top brand of goggle frames.

"On rainy days I will prep the goggles up and put them in a sealed clear plastic bag. Take them to the startline in the bag to keep them dry and instead of throwing the bag on the ground as litter, give it to a mate or even stuff it down your riding pants so you can use it again.

"Having your goggles well prepared can sometimes help win you races. It doesn't require skill, talent or fitness, just a little bit of simple application and dedication."





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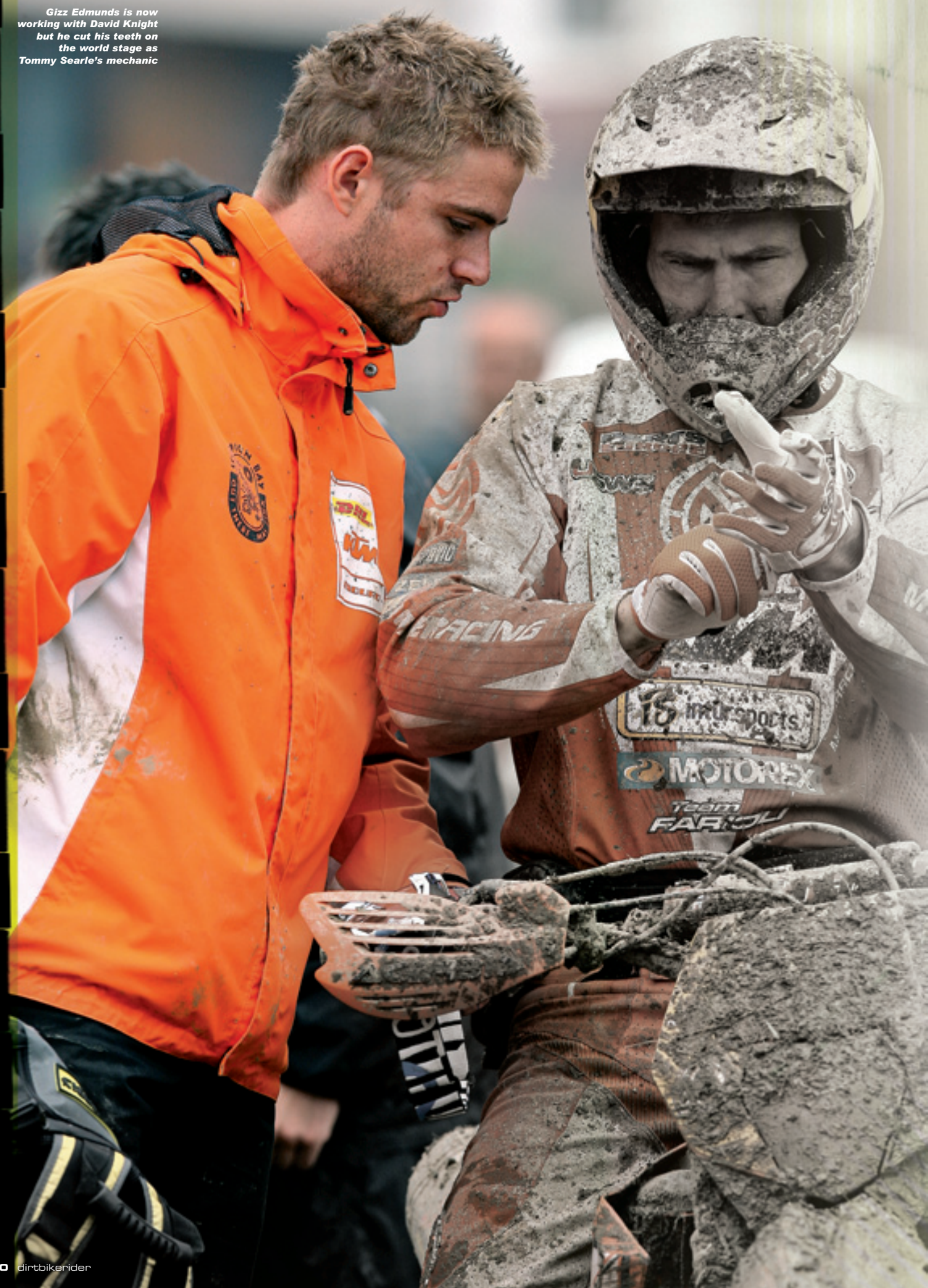
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Monster

profile

Gizz Edmunds is now working with David Knight but he cut his teeth on the world stage as Tommy Searle's mechanic



INSIDE LINE!

EVER WONDERED WHAT IT WOULD BE LIKE TO WORK AS A MECHANIC FOR ONE OF BRITAIN'S TOP RIDERS? GARETH EDMUNDS HAS WORKED WITH TWO OF THEM – TOMMY SEARLE AND DAVID KNIGHT – AND KNOWS BETTER THAN MOST WHAT MAKES EACH OF THEM TICK...

Words by **Ed Dole** Photos by **Jonty Edmunds** and **Sutty**

Working as mechanic for one of Britain's best off-road riders is a demanding, high-pressure position but one that can – providing everything goes well – be both extremely enjoyable and highly rewarding. Working as mechanic for two of Britain's best riders – now that's something only a very select group have achieved. From the start of '06 until the end of '08 Gareth Edmunds – or Gizz as most know him – worked alongside Tommy Searle as he went from GP new kid to world #2. Today he keeps David Knight's bikes in order, working with the burly Manxman as he hunts down a third Enduro 3 world championship.

Experiencing the highs and lows of international competition alongside both riders, Gareth gives DBR the low-down on what it's like working with Tommy and Knighter...

DBR: What's the key to a good rider/mechanic relationship?

GE: "Trust! If a rider isn't confident in his bike then it will lead to tension in the relationship. It's key to make sure a good first impression is made when you start to work for them as this will give the rider peace of mind and allow them to have full trust in what the mechanic is doing.

"It's also important to have time apart. A lot of strong rider/mechanic relationships are like marriages. You spend a lot of time with one another and you go through a lot of high-pressure situations. Sometimes you get good things from these situations but sometimes things don't go as planned. So it's important to have time apart so things don't start to affect the relationship."

DBR: What's Tommy like to work with and why is he living in Cali while you're still here in the UK?

GE: "Working with Tommy was fun, rewarding, stressful, busy and it was kind of like being a big brother to him. It was a relationship that changed a lot over the three years as our results improved and our goals got higher. When I first started with Tommy he was a 15-year-old kid who just wanted to race his bike. He was fun to be around and he always had some prank up his sleeve.

"When things didn't go his way he didn't get angry and start shouting. He quite often broke down in tears as any young boy would. As time went on he started to grow up. He learnt more about what he wanted from the bike and became more demanding with regards to what he wanted from the bike but in a good way. He learnt from his mistakes. He very rarely

made the same mistake twice.

"As he grew up I suppose our relationship changed slightly. It became more professional. We went from being at the races trying to do our best to trying to win a world championship in a very short space of time. All in all I had three very enjoyable years working with him.

"It was always Tommy's dream to go to the US but I soon realised it wasn't mine. I spent January in California with Tommy for three consecutive years and didn't really gel with the place. I found it very fake and very unlike what I was used to. Don't get me wrong, the US is great for racing but I knew I wouldn't feel happy living there. You can't do something like that if your heart is not in it.

"I had a meeting with Kurt Nicoll who was KTM US race manager at the time in January '08 regarding me going over to the States. He made me an incredible offer to go with Tommy. I think he realised that Tommy and I had a good working relationship and he thought it was important for Tommy to keep that. After some long discussions with my friends and family I made the decision not to go."

DBR: What about David? How did you end up working with an enduro rider after three years of GP motocross?

GE: "I've known David for many years. I used to race enduros with him so he was already a friend. In the middle of '09 I left KTM and moved home to start my own company, PSE Motorsport. At that point he was having troubles and wasn't happy with the BMW he was racing.

"He got released from his contract and went out and bought some Kawasakis. He asked me if I would help him with the set-up of the bike as he knew I already had some knowledge of the brand from my days with Molson Kawasaki. I spent some time working with him and we got a fairly good package so he could start racing. At that point I didn't want to commit to going racing as I was trying to get PSE started. He contacted me at the end of '09 and told me he had signed for KTM and asked if I would work for him.

"As I was able to base myself in the UK and fly out to world championship races it was exactly what I was looking for. I'm now working with David which is great and keeps me involved with international competition and able to work and promote my new business as well."

DBR: Is it possible to explain why David's heading for world title number three this year while Tommy's still to win a major championship?

GE: "That's a tough question. Tommy always >>

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EARLY DAYS...

FROM SWANSEA TO DAKAR >>

"I finished racing at the end of '04 as I was studying motorsport engineering at university in Swansea. I graduated in June '05. I had done a fair bit of voluntary work experience during that time and those experiences gave me links to my future jobs.

"In July '05 I moved to Germany to work with BMW on the Race to Dakar project when actor Charley Boorman attempted to finish the Dakar. After completing the 2006 Dakar Rally I started working with Tommy and the Molson Kawasaki team, just two days after my return from Africa.

"After a successful first season in GPs Tommy asked me to move to KTM with him. I did two further seasons with him. I worked in the motorsport engine department at KTM in my last year building the MX2 training motors. I then worked as the engine builder for the factory rally team on Dakar '09 and also acted as a support to customers on the event with engine problems.

"In the middle of '09 I moved back to the UK and started PSE Motorsport – a suspension and engine service centre – as well as working with Knighter."



With Dakar Rally legend Cyril Despres



gave 100 per cent when I worked for him. He trained hard off a bike and did a lot of riding during the week. But the last little thing, whatever it is, was missing. I don't know if it was bad luck or just that he needed more experience. It definitely wasn't a lack of commitment. He was and still is very young and has grown up with a lot of pressure on him to perform. He also added extra pressure from himself as he wanted to win so badly.

"David was a bit older when he became a professional. He'd had time to mature. He knew what he wanted to do. David is super-talented but isn't the most graceful of riders on a bike at times which often works in his favour. On those days when things aren't going a rider's way he has the strength – physically and mentally – to step it up and raise his game. He proved that this year in Italy. He wasn't the fastest rider all weekend but on the last special he raised his game and won. I was really impressed as he was finished after that race. He told me he had nothing else to give.

"I think Tommy maybe needs to take a step back and maybe change some things in his approach. They both want to win so badly but I think David is able to analyse things better and switch off and have fun on a bike without it being work all the time. It will all come to Tommy with a little more experience. I still believe he can win

titles, be it in the US or back in Europe."

DBR: When you started out as a mechanic on the GP scene Tommy was also a newcomer to world championship competition. Did your combined lack of experience make things easier or harder for you both back then?

GE: 'I think it made it easier. We both had lots to learn but we both wanted to learn and we learnt a lot in short period of time. Some good, some not so good. We were lucky we had a great team around us in the Molson Kawasaki team. I have a lot of respect for Lisa Church and the way she ran that team. She was the only female team manager in the paddock but nothing phased her. She made sure everything was 100 per cent. That helped us both a lot.

"I think what we did in that first season was quite amazing. We lost the British title by only one point and finished eighth in the world. I believe that season was very important for both of us. I know it was so hard for both of us to leave that team. The deadline day that Tommy had to sign his contract with KTM he called me quite upset and said he didn't know what to do. He liked the team so much. It was nice to see he had so much faith in the set-up there. I believe he made the correct decision as far as his career goes but it was hard to leave. I think we both have a lot to thank the team for. It was a sad day

and a real loss to the sport when they decided to stop the team."

DBR: Things are very different now as David's already a two-time world enduro and US GNCC champion and you're also now much more experienced. Does that change things in any way?

GE: 'Yes. I've gained experience over the years which has allowed me to know exactly what I need to do to get a rider happy with his bike set-up. It also helps that David is experienced as I can still learn a lot from him. David knows exactly how he likes a bike set up. So it starts off fairly easy, especially as the bike we race now is more or less the same bike he raced in '07 in the US GNCC series. David is rarely content but I say that in a good way. He always wants to make the bike that little bit better."

DBR: We're guessing that Tommy probably didn't know one end of a spark plug from the other while David loves tinkering with his bikes. As a mechanic is it better if a rider doesn't get too involved in machine preparation?

GE: "Yes, Tommy was pretty useless when it came to bike maintenance. But at the end of the day it was never his job. He didn't need to be good at it. He once went practising and undid all of the spokes instead of tightening them. >>

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ROAD TRIPPIN'

FULL BLADDERS AND DEAD CAMELS! >>

"When I start thinking about some of the road trips I've been on they bring a smile to my face. When you're so busy you forget half the things you get up to so it's nice to look back once in a while."

"Spending time training in the US with Tommy was cool. It was just Tommy, myself and a van for one month. One day he needed the toilet but we had a long drive so I didn't want to stop. I told him to go into the back and pee in a bottle, next thing I know he's shouting 'I need another bottle'. I just laughed at him and kept driving."

"On Dakar you see some sights. I was in one of the service trucks driving through the dunes and a camel ran out in front of us. We braked hard, the truck behind us swerved to avoid hitting us and in doing so flattened the camel we were trying to avoid. No big deal we thought as we were in the middle of nowhere but all of a sudden this local dude appeared claiming it was his camel we'd just killed. That's when things started getting interesting."



The standard of brolly dolly is pretty poor in the British Enduro Championship

I had to spend a lot of hours on his training bikes because otherwise he would just ride them until they broke.

"David is good at looking after his practice bikes. I just give them a once over every so often. He quite often gives me a hand getting stuff ready for British races if we're in a rush for any reason. Being a factory rider he has access to many different parts. He quite often calls me before a British race and says 'I've tried this, I think it's better'. The problem is new things quite often feel better just because they feel different. So we always try and go out riding a day or two before a race to see if it really is better. It's a two heads are better than one thing."

DBR: Why the decision to switch away from motocross to enduro this year. Was that always what you wanted to do?

GE: 'I never went about thinking I want to be in enduro and out of motocross. I used to race in the British and European enduro champs so it was straightforward for me to move over as I already understood the sport. To be honest I don't really see my job role as being any different. I'm just involved in a different scene. The work I do is the same, more or less.

"During my last year with Tommy I worked in the motorsport engine department at KTM in Mattighofen building the MX2 training engines.

At the end of the season I got offered a full-time place there. I really enjoyed that as it was new and I learned a lot.

"After the economic crisis hit KTM started to make cutbacks. They stopped the engine builders going to so many races. It was important to me to be going to the races as I was living in a foreign country and away from my friends and family. I needed the contact with the outside world. This was one thing I made clear to KTM when I was negotiating my contract.

"I loved my work there but was really unhappy with my personal situation so I decided to move back to the UK. Things just worked themselves out with David after that. I have always had the dream of winning a world title as a mechanic. This gave me another shot at achieving that."

DBR: Have you had any big bust ups with Tommy or David?

GE: "Of course you have heated conversations. It's only natural as both rider and mechanic want to win. With Tommy it mainly came from his lack of experience. I could see him making mistakes and I wanted to help him.

"A good example of this was in '06. It was only our second GP. Tommy crashed in the second moto and pulled out of the race into pit lane. I shouted at him and told him to go >>



One of Gizz's more diplomatic signals!



With Tommy Searle in '08



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'CLEAN HIM OUT..'

WHEN PIT BOARDING GOES WRONG >>

"I've been asked about this a few times. This basically comes back to sticking up for my rider. Tommy had several comings together with Cairoli. I think Tony saw Tommy as his main threat to the title that year. He is a great rider but I believed some of the moves he made on Tommy were out of order. At the Swedish GP he cleaned Tommy out in the first moto. We gained photos of the incident and it was clear Tony only had one intention. He went completely off line towards Tommy. It wasn't nice to see.

"I felt he was out of order. The pit board signal was actually intended for Tony. I hoped he'd see it and that it might make him think twice about what he was doing. I was just unlucky I got caught doing it on live TV. The press made a big thing about it but still didn't really see the reason why I did it. I felt if something wasn't done about the on-going situation we weren't going to win the title.

"There were many rumours going around that Tommy was going to have his points taken off him, that I was being banned. Really the FIM asked KTM to give me a warning. Pit [Beirer] stood up for me 100 per cent and said he would have done the same thing. That was really nice. The next GP I apologised to Tony but explained to him why I did it. He was then warned by the FIM that if he had one more coming together with Tommy he would have his licence taken away."



Good friends from back in the day, Gizz and Knighter work well together



The infamous pit signal in Sweden that landed Gizz in hot water

back out onto the track. If I give 100 per cent I like the same in return from a rider. I don't like it when riders pull out of a race. Anything can happen. The main reason I did that was Kurt Nicoll was stood next to me. I knew Tommy was shortly going to be offered a KTM factory contract. Tommy didn't know this at the time. I didn't want Kurt to see Tommy giving up.

"The next week Tommy got told about the KTM deal. He came to the next GP and told me. I explained to him Kurt was stood next to me when he pulled out of the race. He just smiled and said thanks. That meant a lot, he appreciated I was looking after him."

DBR: Who throws their teddy further when things don't go the way they want them to?

GE: "Tommy very rarely got stropky. He mostly got upset with himself. David on the other hand is a little different. If things aren't going his way, if he can't do what he knows he can and should be doing, he can be known to have a little rant. It's only frustration as he hates losing. It's just his personality. It's who he is. He just wants to win. If he isn't winning we all hear about it. It's no big deal and it's forgotten about after the race."

DBR: As well as experiencing life as a GP motocross and Enduro World Championship mechanic you've also been involved in three Dakar Rally events. From a mechanic's point of view which event is the most intense?

GE: "They're all challenging and rewarding in their own way. On race weekend at a GP it's flat-out. No rest from 9am until 7pm. Also it's a long season. I did 35 race weekends with Tommy one season. Dakar is a one-off race but it's intense in a different way. It's long days with maybe only three hours of sleep a day for two-and-a-half weeks. You might spend half the day sat in a vehicle travelling to the next bivouac but then you have to set up and work all evening. They're both very rewarding and I'm very lucky to have worked at the top of three different disciplines of off-road motorcycling. I have taken a lot from all of them."

DBR: What's the most important thing you've learned from either Tommy or David?

GE: "I suppose it's that if things aren't going the right way don't give up. It's important to make your bad days as good as possible. You may need it later in the championship. Tyla was a perfect example of this in '08. In Bellpuig in Spain it rained. The track was a mess. The race should never have run. He crashed on one of the big uphill steps. He could have gone back down the hill but he may have got in a worse situation. His bike wouldn't start. He sat there and got lapped three times before his bike started again. Those points he gained in that race were vital when it came to the end of the season as he only beat Tommy in the last round of the series for the title that year."

PSE MOTORSPORT

GOING IT ALONE >>

"I'm into the engineering side of bikes and racing and realise just how important a well set-up bike is. I always wanted to start a business and use my experience in helping riders get the best from their bikes.

It's amazing how many riders could easily improve the set-up of their bikes. My main work is with KTM's at the moment for obvious reasons but we don't work exclusively as a KTM tuning and service centre. We work with all brands.

"PSE Motorsport has recently been appointed as one of only two official WP suspension service centres in the UK which is great for such a young company. People think of WP suspension as being just for KTM's. It's not. They offer great aftermarket packages for all Japanese bikes. PSE offers performance set-up services to riders and teams, hence the name PSE Motorsport – Performance, Suspension and Engines. The website's www.psemotorsport.com or I can be emailed at info@psemotorsport.com."





Alan Keet's slugging it out in the Maxxis but life's tough for a privateer

THE PRIVATEER

EVEN AN OVERALL PODIUM AT LAST YEAR'S MAXXIS FINALE DIDN'T GET THE SPONSORS KNOCKING AT HIS DOOR SO ALAN KEET'S GOING IT ALONE...

Words and photos by Mark Turner

In the UK we've got one of the strongest MX2 domestic championships in Europe which – if you're an up-and-coming young rider – is a good thing and a bad thing. Good because when you race against a high standard of rider you can't help but get faster. Bad because everyone else is getting faster too so it's harder to get yourself noticed.

Currently lying in 11th place in the Maxxis standings and second in the U23s, 20-year-old Alan Keet from Bordon in Hampshire certainly got himself noticed at the final Maxxis round of 2009 when he bagging third overall at Landrake. But the KTM privateer still has some way to go if he's to repeat that feat on a regular basis...

DBR: We're past the halfway point of the season and you're just outside the top 10 in the Maxxis MX2 series and second in the U23s – how do you rate your performance so far?

AK: "So far this year to be honest it's gone well. I'd set myself a target of being a few positions higher in the Maxxis but two DNFs with bike problems really have cost me dearly as far as championship standings are concerned.

We made a good start down at Little Silver at the Maxxis with seventh overall which gave us a good base to build on and generally since then I've felt my speed has been good and have been qualifying well but if I'm honest up to now my results have been a little up and down – I think it's due to the fact we've been struggling with suspension set-up. The U23s have been going well for me so far with some fairly consistent rides which see me in second place in the championship, only three points behind Scott Elderfield. My goal is to win that one."

DBR: Talking of the U23s, we noticed at the Frome round you were riding a Suzuki...

AK: "Yeah, I've been testing with the Suzuki maybe with the option of making the switch for next year. The suspension seems to be much better on the RMZ than on the KTM where, like I said, we've been struggling with settings for much of the year."

DBR: Riding in races where the pace is determined by the likes of Zach Osborne must really increase your race speed?

AK: "For sure, riding at a high level against those guys always brings me on as I know I have to increase my race pace to somewhere near theirs if I'm to achieve some good results. If I can start mixing it up with some of the GP riders then it's only going to help me improve. Getting fourth in qualifying at Lyng was a good indicator that I'm headed in the right direction, I just need to be looking at those sort of positions in the motos now. I always seem to have a strong second half to a season too – probably because of more available practice time in the week during the summer months."

DBR: What's your take on the new for 2010 three-moto format?

AK: "Personally I think it's a good thing, especially for the spectators. But from my point of view I think it's made the racing faster – it's more of a sprint race now. Whereas before you could pace yourself with the longer races and maybe get away with making the odd mistake, now you need to be on top of your game for those 20 minutes and try to ride the perfect race – three times. The downside to it is the lack of

time between the motos. After being full-on it for 20 minutes you need time to recover and prepare yourself for the next race – this is where the fitness side of things comes into play.”

DBR: What sort of training schedule do you have in place?

AK: “To be perfectly honest I don’t have a lot of help with knowing what training I should be doing throughout the week or what type of diet I should be following so it’s just a matter of using my common sense. So all I do is plenty of the usual stuff like cycling, swimming and playing squash which keeps me in good shape and ready for the weekend races but time to train is limited – I need to work three times a week for my dad to have enough money in my pocket to be able to afford to go out practising on the bike.”

DBR: Going back to 2009 and your podium at the final Maxxis round at Landrake – it must have been a memorable day for you?

AK: “Everything just seemed to click that day. I felt my riding had been improving over a period leading up to the final round

and when in the first moto I was handed the lead on a plate after Nicholls and Karro took each other out I just found a good rhythm and felt good out in front. It was unfortunate that Mel Pocock was able to pass me near the end of the race to take the win but second was still a great result and it felt amazing to be on the podium.”

DBR: After such a strong finish to a season in which you also finished third in the Red Bull Pro Nationals MX2 class did you have any offers of a team ride of any sort for 2010?

AK: “No, not a thing from anyone which did come as a bit of a surprise. I didn’t even get any offers with a kit deal so for 2010 I was looking once again at funding – between myself and my dad – another expensive race season. At the last minute Percy at Danger UK came forward with a deal on riding kits, bike graphics and oils which for a rider in my position has helped a lot. So this sees me riding under the Danger UK banner in the Maxxis for this year in return for their support.”

DBR: So apart from a little support with

riding kit etc it’s just you and your family funding your racing – it must be a struggle at times...

AK: “Mum and dad once again are funding my racing for this year – buying the bikes etc – for which I’m really grateful but this is going to be the last year they’re going to be able to do it simply because of the costs of racing motocross at this level. As a rough estimate it’s probably going to cost them around £20,000 to enable me to race this year. Dad does all the work on the bike during the week and then becomes mechanic on race days. The two mechanical DNFs so far this year haven’t helped – for instance the seizure at Lyng cost us around £1,000 to fix – but, then again, you always have to expect some problems like that along the way. It’s the nature of the sport I suppose.”

DBR: So next year is looking a little uncertain?

AK: “We’ll see what happens – all I need to do is keep working hard, give it my best shot and I know the results will come. Then hopefully I’ll be in a position to pick up a deal for 2011.”

THANKS FOLKS!

A BIG CHEERS TO...

Alan would like to thank the following people for their support – Percy @ Danger UK (kit and graphics), Lesta @ Rip and Roll (goggles) and his ma and pa...



*The two-fiddy Suzuki is
sweet as a nut when it
comes to handling – and
we like sweet nuts*



HELP THE **AGED!**

**THE DAWGER'S FEELING HIS ADVANCING YEARS – AND THEN SOME –
WHEN HE TAKES TO THE TRACK ON HIS RM-Z250 BUT AN EXTRA INCH OF
STIFFNESS COULD MAKE ALL THE DIFFERENCE...**

Words by Suttty Photos by Martin Cravendale



I like to think of myself as a bit of a live-life-by-the-seat-of-my-pants kind of guy so when things don't go to plan I don't usually get too stressed about it. Take for instance my plan to pimp my ride this month, that didn't quite go to plan but still I didn't get too stressed and even when my plan to ride in a few events didn't go off either once again I didn't get too stressed. In fact the only time I got stressed this month was the one day that I actually did get to go riding – how much does that suck?

Now normally riding any motorcycle off-road chills me right out to almost sub-zero levels so why did my first outing on the RM-Z cause my cortisol levels to shoot through the roof? Is it that the 2010 RM-Z250 is a scramble bike equivalent to a sack of sh*t? No, because it's not. Is it that the track I decided to ride at was more worn out than yo momma? Nope, that's not it either. The real reason behind my stress induced hissy fit was the fact that I can't ride properly anymore.

While good friends of mine like Geoff Walker would say 'blah blah blah but you've never been able to ride anyway fat boy blah blah diddy dee' I know that's not quite the truth and there's a genuine reason for my inability to scoot my dirt scooter in a proper manner at present – it's called osteoarthritis.

Having osteoarthritis in my right knee is about as much fun as receiving a speeding ticket, the outcome of my pay review, a parking fine, court summons and a body cavity search all on the same day but the real icing on the cake is now – because of this self-inflicted illness – I can't bend my knee far enough to use the RM-Z's back brake properly when I'm sat down. So what to do?

At this point I figure I have four options – A) give up the idea of riding motocross bikes ever again and be miserable, B) stand up absolutely everywhere like Stefan Everts, C) buy a new knee like Steve Austin's south of the border equivalent the Six Million Peso Man or D) find a taller seat that will make it less necessary to bend my knee so far so I can actually use the rear stopper pedal when sat down with my toe rather than my heel.

After initially settling for option A and looking like a complete whiney bee-atch I later settled on option D – now I just have to find a suitable seat foam company who can give me the extra inch or more I so desperately need. Fnarr.

My first point of call will be to drop an email on Sylvain Geboers who is the General Manager and owner of the Teka Rockstar Suzuki team who I worked with quite closely back in 2008. At that point in time they ran Belgian beanpole Ken De Dycker on their factory weapons and he found it

necessary to run a super-tall seat on his Suzuki. Now I'm hoping that Sylvain will be able to point me in the right direction of whichever technical partner it was that supplied their seats and I'll be able to get one delivered and fitted ASAP so I can get out riding again.

The reason I'm so anxious to get out there again is because this Suzuki is a humdinger. Yeah, that's right, I said humdinger. Big whoop – wanna fight about of it? Seriously though, the one thing that impresses me most about this bike is the power delivery because in a class where horsepower is King Spud this bike delivers potatoes by the lorry load! Okay, so it probably isn't as fast as a KTM but it can sure haul my big-boned ass around at a good rate of knots and it does it in a nice n' friendly manner n' all.

In fact this bike is the perfect product to highlight the fact that 250Fs should never have been put in the same class as 125cc two-strokes. Even back in 2004 when two-fiddy four-poppers were relatively new – and by today's standards frickin' awful – they had a clear advantage but now, six years on, it's obvious that they're by far the easier bike to ride and easier to ride always makes for better lap times. I say that because no matter how much you stuff things up on the RM-Z – gear too high, gear too low – it's gonna pull you through where on a 125 you'd be losing mega time with every mistake.

With enough power to keep you competitive in a straight line the next thing you're gonna need to know is how well this thing turns. As you can see from the pictures (which are definitely of me by the way and not Martin Craven wearing my One Industries Hart and Huntington race kit and Shoei lid – nuh huh!) the answer is pretty darn good. Suzuki's have always been thought of as sweet turning bikes and this model keeps that theory alive. Point the baby RM-Z at a berm and it'll eat it up and direction changes are a doddle on flat hardpack turns too.

Despite being a sweet turner I'm not overly impressed by the feel coming back from the front tyre but it is looking a little worn so that'll be changed in the coming weeks for something else along with the rear. The chain and sprockets have both seen better days so they'll soon be replaced along with the stock handlebars – I fancy something a little bit higher. I'm currently satisfied with the stock gearing so I'll leave that well alone for the time being.

One thing that does need a little adjustment is the suspension which is a little undersprung to say the least. With stiffer springs the ride height should return to somewhere within guidelines although to be fair the general handling is as sweet as a nut.



HELP THE AGED!



The USWE SP1 carries a race worth of hydration on your Leatt Brace

DBR TESTED!

USWE SP1 RACER DRINKS SYSTEMS >>

Hydration is something that's very important to absolutely everyone and not just athletes because scientific studies have proved that people who don't keep themselves topped up with water are more likely to be tired and irritable, less able to concentrate, lethargic and more prone to cramping – none of which are good things to be when you're in control of a 100kg-plus off-road race bike.

Back in the good old days racers like Graham Noyce used to load up on Leuven's finest the night before a race and hope it would see them through the day – somehow. But nowadays more finely tuned athletes like Shaun Simpson, David Knight, Mike Alessi and Clement Desalle take time to eat and drink properly, ensure their electrolytes are topped up and just generally take slightly more care of themselves. Part of this ritual includes keeping well hydrated at all times and the racers named above are all lucky enough to be USWE-supported athletes which means they have access to the best hydration systems around.

For just over a year Simpson and Desalle have been running the Leatt-Brace mounted USWE drink system which enables them to keep topped up with water while racing. The SP1 Racer systems hold half-a-litre of fluid which is plenty for a motocross race, motoduro or shorter hare n' hound style event although you'd probably want one of the larger backpack type systems for longer events.

To see how this system works for the average guy we gave it a go for an extended practice session. Mounting the SP1 to our Leatt was an absolute doddle and you'd have to be seriously silly not to figure it out quite quickly. We filled the 0.5 litre bladder with a mix of ISO2 Complete Energyze and then set off to do a 45-minute riding session. The conditions were dry and sunny with the temperatures reaching the mid-20s.

Although a fully filled SP1 Racer system weighs around half-a-kilo the weight isn't particularly noticeable as the Leatt helps spread and disperse some of the extra load. It's also nice to have a drinks system that doesn't disrupt air flow to your back as the normal backpack style systems do so you can stay hydrated and stay cool. Double boner!

Drinking from the USWE is easy enough and not dissimilar to most Camelback-style systems although the nozzle is definitely more durable than some I've come across. There's nothing more annoying than having a nozzle rip off in your mouth so your full bladder then empties itself over your shoulder. Bad times!

As well as being able to keep your hydration levels topped up, one of the biggest benefits of wearing the USWE in a motocross environment is that you're able to keep the inside of your mouth moist at all times. We've all been there in one race or another with a super-dry mouth thinking 'I'd kill for a drink right now'. Having a dry mouth is not only a little bit distracting – and a cause of hanky breath – but also sends signals to your brain that you're dehydrated even if that's not actually the case. Either way, it's always better to keep things moist.

All in all I reckon the USWE is a handy thing to own and definitely well worth using – even for short races – on hot, dry and dusty days down at the track. I can't reiterate how important it is to keep yourself well hydrated at all times – I didn't at a recent hare n' hounds event and ended up being physically sick as my body ran dry of fluids – and the USWE system can help you overcome the danger of running dry, it's definitely the cool thing to run on your Leatt this summer and is available now in all good dirt bike shops...

For more details on the USWE range of products log on to www.uswe-sports.com



WIN! WIN! WIN!

USWE DRINK SYSTEMS

While we've already told you all about the dangers of dehydration and why it's a good idea to use a USWE drinks system in the heat of competition what we haven't explained is how we've teamed up with USWE's UK importer and distributor **Apico** to give each and every reader of Britain's best dirt bike magazine the opportunity to win a USWE drinks system of their very own.

There are two types to choose from – the neck brace mounted **SP systems** that we've successfully tested or the backpack style **H range** that comes in a variety of sizes – so don't worry if you don't have a Leatt to put it on. To win one of these great prizes all you have to do is answer this simple question.

What we want to know is which USWE-sponsored British

motocross star rides for the factory Red Bull KTM squad?

Is it: **A:** Shaun Simpson
B: Bart Simpson
C: Homer Simpson
D: Beatrix Potter

Once you've got over how easy the answer is we want you to log on to www.dirtbikerider.com where you'll need to follow the link to the competitions page, type in your answer, fill out the fields then hit transmit. The comp closes bang on noon **September 9** with the first randomly drawn correct entry winning this frickin' awesome prize...



ALMOST THE PERFECT
ENDING TO RICK JOHNSON'S
STELLAR CAREER IN HIS
LAST GP.

HISTORY REPEATS!

THE US GP AT GLEN HELEN AT THE END OF MAY INSPIRES OUR RESIDENT MX HISTORIAN TO RECALL THE EVENTS OF TWO DECADES AGO WHEN 'THE KID' STARRED IN A 500cc EPIC ORGANISED BY 'THE MAN' AT THE ICONIC CALIFORNIAN TRACK...

Words and photos by Jack Burnicle

What a marvellous motocross treat – a last-minute grand prix return to Southern California exactly 20 years after the first last-minute grand prix to grace Glen Helen.

Back in 1990, 500 GP legend Roger De Coster fretted about the future of his beloved premier class. The glory days of Carlsbad Raceway, where titanic US 500 GPs had run from 1973 until 1986, were long gone. Hollister Hills, upstate CA, briefly stepped in but the future looked bleak. Then 'The Man' took over.

Having lost his original June date, Roger hastily rescheduled as the last round of the world championship on August 26th. At a Friday press conference in the Maruko Hotel in downtown San Bernardino, De Coster – who won a record five 500cc world titles in the 1970s – explained his reasons for such a rash venture!

"Motocross has been my life," announced Roger to a rapt audience of media personnel and riders. "The US 500 GP has gone downhill in recent years and I didn't want to see it die. The world championship is important to me. It needs a race in the United States and I personally like to see European versus US stars. Some of my friends – at least, I thought they were friends – pushed me into this. I've put a lot of pressure on myself to come up with a good track."

Roger need not have worried. The track was terrific. He got to bed at 2am Saturday and rose again at six, calmly

and kindly dealing with clamouring autograph hunters (what other GP promoter ever had that to contend with!) and acknowledging how much support he'd had from people like ex-US national star Goat Breker. "Roger, the track will be perfect," yelled a dusty, dishevelled Breker. "Whatever it takes, we'll do it!" De Coster also enjoyed surprise co-sponsorship from Yamaha and Suzuki. "They don't even make a 500 and I work for Honda."

Next day the crowds, eagerly anticipating 'Vintage Iron' veteran races and an AMA 125 national round as well as the grand prix, poured into Glen Helen on another blazing hot morning in the San Bernardino mountains. American Honda Motor Corporation's Rick Johnson, his right wrist still heavily strapped, said there was nothing he wanted more than to win this race – only his fifth since a second comeback from that serious (and ultimately career-ending) 18-month-old injury.

Johnson's spirits had soared when viewing Saturday's practice session for the Vets. "There's your admission fee already!" he laughed before ribbing grizzled old-timer 'Rocket Rex' Staten (a US MX des team member in 1978!) who was doubling up in the Vets and, on a Honda, in the GP. "Hey, Rex, you were two seconds quicker on the Ossa!"

Johnson stole fastest Sunday morning practice time from Kawasaki duo Johnny O'Mara and Paul Malin. Eric Geboers (Chambers Honda) – the ebullient new world champion who'd announced his

retirement after being crowned at Namur – languished eighth, two seconds off the pace but still smiling! "I have extra motivation to make a nice end to my career," grinned 'The Kid'. "I would very much like to win this race." The stage was set for a Euro-US classic.

A fired up Geboers hit the wide, fast first turn, the fence and Finn Kurt Lungqvist in rapid succession to head off holedshotter O'Mara. But 'Johnny O' also harboured a serious ambition. He'd won a famous US 125 GP victory in 1980 and the 1985 250 GP at Unadilla. He wanted to become the first American to conquer a grand prix in every class!

O'Mara and Geboers duly staged one of the great 500 GP motos. Never more than a few feet apart, they fought flat-out with Geboers clawing open inches of daylight round the swooping climbs and drops before O'Mara retaliated to howls of encouragement from the crowd as they leapt the whoops and tabletops. Johnson, working desperately hard off a sluggish start, couldn't close the gap. Excitement reached fever pitch as O'Mara flew high alongside Eric's Honda into the final furious lap but the determined little Belgian, throwing up inside his helmet, clung on for an epic win.

Elated, Eric strode back to the pits, clenched fist held aloft to acknowledge a genuinely appreciative American audience. Jeff 'Chicken' Matiashevich, who had been introduced to an open class Kawasaki only four days earlier, finished a fine fourth, staving off a



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he



DESCRIPTION SIGNALEMENT

Beaver	Tritulaire	★Wife	Femme
Occupation	GRAPHIC DESIGNER		
Place of birth	BILLYINGHAM		
Date of birth	9/2/47		
Country of residence	ENGLAND		

Usual signature of Beaver
Signature du titulaire
Usual signature of wife
Signature de sa femme
Jack Burnicle
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Standard in the PROTUNE™ Tuning Service Stage 2, this fork mod is specifically tuned to optimize performance, and comes equipped with a tool-free compression adjuster that visually indicates the compression setting as well as dual air vent/oil fill screws for quick, trackside adjustments. Retrofits stock big- and mini-moto forks.

typical late charge from Kurt Nicoll (KTM). And current LPE Kawasaki star Gert Krestinov's dad Andres placed 21st on a Honda behind 'Rocket Rex'!

Rick Doughty's 'Vintage Iron Invitational' featured a fabulous entry. It included a triple 250 world champion, 42-year-old Russian Gennady Moisseev, fabled former AMA national champs Marty Smith and Kent Howerton and 1982 500cc world champion Brad Lackey. But it was enthusiastic course curator Breker, on a 1974 Kawasaki, who won from Gary Jones (mounted on a Can-Am identical to the one that carried him to the 1974 250 AMA title!) and the winner of LA's first-ever US supercross in 1972, Marty Tripes (Yamaha). Moisseev, mounted on a 400cc CZ, placed fifth ahead of Howerton (Husqvarna) and Marty Smith's Elsinore Honda while Lackey settled for a sedate 15th on his 1969 CZ!

The opening 125 national was a stinger. Check out the names! Reigning champion Mike Kiedrowski (Honda) beat Suzuki pairing Larry Ward and Mike LaRocco with 'Ryno' Hughes (Kawasaki) fourth ahead of Yamaha factory duo Doug Dubach and 18-year-old North Carolina sensation Damon Bradshaw!

By now the valley was bubbling in anticipation of the second grand prix moto. Matiasovich grabbed a surprise lead with Johnson sixth, O'Mara 16th and Geboers buried beyond the top 20. Yet as the pack burst back into the grandstand area at the end of a tumultuous two minutes Eric had somehow surged into an astounding fifth place. "I just held it wide open and passed people everywhere!" By half-distance he'd moved into third place behind Matiasovich, Nicoll and Aussie Jeff Leisk. Then suddenly, in one explosive lap, it all changed. Nicoll fell – impeding Geboers and his team-mate Leisk – and as Johnson shot past the chaos unlucky O'Mara crashed out of contention. Advantage RJ!

He tore mercurially after Matiasovich. "I thought I still had a good lead but my shoulders went," lamented 'Chicken'. Johnson swept through as Geboers relentlessly closed the gap on the Kawasaki. If he passed he'd clinch the GP overall! The crowd urged on Matiasovich until, to a crescendo of anguish, Eric dived inside Jeff and left him to be devoured by Nicoll. Kurt, on a mission, became America's unlikely adopted hero as his momentum carried the Cambridgeshireman within reach of Geboers. Commentator Larry Maiers had the crowd in uproar. "IF NICOAL PASSES GEBBERS, RICK JOHNSON WILL WIN THIS GRAND PRIX," he howled. Kurt was puzzled. "I wondered why everyone was waving so enthusiastically." Then, with two laps to go in the drenching heat, he hit the wall. "When I caught Matiasovich I thought he'd died, then two laps later so did I!"

A jubilant Geboers chased Johnson across the line to clinch his sixth grand prix win of the season and the two Honda riders clasped one another in mutual acknowledgment of a gripping contest. There are no losers in a race like that and later, on the rostrum, Rick paid generous tribute to his rival's stupendous performance. "Today was Eric's day," the King of El Cajon told a vociferous audience. "He's a truly great champion!" They shook hands warmly, the crowd erupted and Eric unleashed his champagne all over Maiers in time-honoured US tradition...

Roger De Coster surveyed the scene and knew his ambitious adventure had been a staggering success with 15,000 riotous fans spreading themselves around those precipitous hillsides, transforming Glen Helen into a micro-Maggiara beneath shimmering afternoon sun. He would promote two further US 500 GPs there – but more of them another time...

JOHNNY O'MARA'S FIRST
RAVE PURSUIT OF GEBBERS
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NICOLL IN THE SECOND
MOTO, BUT 200 YARDS
LATER, THEY ALL HIT THE
DECK! CHECK OUT THE SUN
BEHINDING MOUNTAINS



FRESH THINKING!

WHEN IT COMES TO RACE-BRED OFF-ROAD BIKES YOU'LL BE HARD-PUSHED TO FIND A MANUFACTURER AS INNOVATIVE AS HUSABERG WHO'VE JUST TAKEN A RETRO STEP FORWARD BY ADDING A COUPLE OF TWO-STROKES TO THEIR PREVIOUSLY ALL-FOUR-STROKE RANGE...

Words by Geoff Walker Photos by Husaberg

“When the sh*t goes down you better be ready...” That’s a saying that rings true in my little world and it’s a saying I like to live by when it comes to being in the right places in the world when there is heavenly dirt bike sh*t going down!

Which brings me to the sunny North East of Spain for the 2011 Husaberg range launch. These Austro-Swedish beauties are kicking things up another gear in innovation and Team DBR just had to be in at the thick end of the action to see what was going on.

The word on the street was that thumper-loving Husaberg were working on some seriously revolutionary two-stroke models for the 2011 range. Now if you know Husaberg and their philosophy towards the world of the four-stroke you’ll understand that this world has always been their only focus.

Innovation to go racing with good rideable characteristics has been the focus since the company’s relaunch in 2008 with the 450 and 570 models. Add to that the superb 390 and the 450FX Cross Country models and the range of Bergs was more or less complete. The only missing key seemed to be a 250 four-stroke as it appeared unthinkable that the blue and yellow would go with anything without inlet and exhaust valves connected to an innovative engine design.

Well the unthinkable has happened and Husaberg launched both 250 and 300 two-strokes right there in front of the world’s dirt scooter press in a rather

warm Spanish taverna...

As I’ve just said, this is pretty massive for Husaberg as the brand has always been 100 per cent four-stroke. The rideability is key to Husaberg and they have decided to go for a huge step into the two-stroke market – a big statement in this era of four-stroke power. For a manufacturer with the previously core value of valves, springs and oil filters this is a cool step to cater for every rider out there looking for fun on the tracks and trails.

The excitement at the thought of the Husaberg mindset hitting two-stroke development was right there in the room. Would the direct injection make the bike more useable in all conditions? Would the motor be a 70 degree, mid crank unit? Would it be this? Would it that? I think you get where I’m coming from...

Well to cut a long story short the excitement built and then levelled out. The two-stroke Husaberg looked fantastic sitting there in all its shiny glory but there were a couple of things missing. Where was the odd-shaped engine? Where was the fuel injection system? Well the answer to these questions is simple – they weren’t there.

Now the rumours were circulating for a long time before the launch so these things have a tendency to get a little out of control and although I could have been disappointed to not see any major innovations from possibly the most innovative R&D department in off-road I actually wasn’t disappointed at all.

I kind of expected that the KTM link with Husaberg would be called upon for the first model two-strokes and that

hunch was proved correct. This is in no way negative as if you are going to make a two-stroke enduro bike and give it some Husaberg hop-ups and style then why not use the KTM as the base! After all, the orange bikes take some beating when it comes to the 250 and 300cc models.

The chassis and motor are shared and the major differences are the CNC 22mm off-set triple clamps which hold the uprated, closed cartridge 48mm WP forks. The fuel tank is a see-through 11-litre big daddy unit which will allow you to travel further than your orange riding buddies who, from memory, sport around nine-and-a-half litres of propellant juice. Both bikes come with the dual ignition switch fitted as standard and this coupled with the twin valve control or TVC changeable power valve springs allow for an unrivalled six power characteristic changes to be made with ease.

The TE250 feels like an old friend from the off, simply because the feel is comfortable straight away. The handlebars coupled with the lever set-up ooze good ergonomics and this makes for a happy pilot. There is a simple scenario with this chassis package – it works. Now the feel provided with the 22mm off-set and closed cartridge forks takes this chassis to a new level and a step beyond its orange cousin in the technical department. Yes, the bike can get a little out of shape sometimes but that is the fun of a two-stroke with a light and nimble chassis. This bike is all about the smile factor and whatever level you are grippin’ it n’ rippin’ it this bike has the tools.

The motor is user-friendly with a >>



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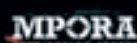
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SPECIFICATIONS

TE250 >>

Capacity: 249cc

Bore and stroke: 66.4mm x 72mm

Transmission: Six-speed

Fuel tank capacity: 11 litres

Front suspension: WP USD 48mm (300mm travel)

Rear suspension: WP PDS (335mm travel)

Front brake: 260mm disc

Rear brake: 220mm disc

Seat height: 985mm

Wheelbase: 1475mm

Ground clearance: 385mm

Dry weight: 102.9kg



SPECIFICATIONS

TE300 >>

Capacity: 293.2cc

Bore and stroke: 72mm x 72mm

Transmission: Six-speed

Fuel tank capacity: 11 litres

Front suspension: WP USD 48mm (300mm travel)

Rear suspension: WP PDS (335mm travel)

Front brake: 260mm disc

Rear brake: 220mm disc

Seat height: 985mm

Wheelbase: 1475mm

Ground clearance: 385mm

Dry weight: 103.1kg



The TE300 is quite possibly even better than KTM's 300cc enduro stroker

touch of the wild child as it comes in stock form. The power is super-smooth low down followed by a slightly uneven transfer into the mid-range hit. This is obviously where the tuneability of the motor through the TVC and ignition switch comes into play. How much fun is that going to be? Tune the bad boy right up to your personal set-up with ease then ride with pride.

The feel and feedback from the bike over the massive test area here in Spain was good as the terrain was loose rock followed by more loose rock with some loose rock, extreme mountain sections, special test and man-made sections. There was a bit of everything to test the bike to its limit. Stability was the key to turning speed and the 250 delivered this in its own way with just a touch of the hooligan to let you know you were on a two-smokin' two-fiddy!

The TE300 was the bike I was looking forward to strapping my Norn Oirish ass to the most as I have used 300cc powered bikes in some of my extreme adventures in different parts of the world. Could this bike possibly out-gun its orange cousin? Surely not? Well, if first impressions are anything to go by then it may just do that very thing. I cannot put my finger exactly on the key points but this bike takes two-stroke stability and rideability to a new level.

The special test provided a perfect work-out for the bike with many parts that should favour the four-stroke but the 300 ate 'em all up with ease. The level of grip that could be found inspired confidence and the way the motor worked with the chassis in such a balanced fashion made the tyres bite into the rock and dirt to allow aggression and some of

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Thumper fans don't despair – Husaberg are still building killer four-strokes including the brilliant FE390



LITTLE BELTER!

FE390 >>

The baby of the bunch and a killer ride. This bike is all about fun for every rider – and I mean every rider. This bike is a blast and is useable in every situation. The 390 makes a superb extreme enduro bike as the power is mellow and produces excellent traction in all terrains. The uprated forks for this year are working to keep the front end planted and tracking true, the frame updates seem to help on the fast trails and stability is improved all round.



PRO JOB!

FE450 >>

The 450 keeps it fast and smooth nature, providing the ride of a seemingly lower capacity bike due to the power being delivered in such a smooth and linear way. The bike is deceptively fast when you are cranking it and eats every trail with ease. The 450 is proving itself at the highest level in the world enduro championship so that is endorsement enough for this race-bred vehicle.



BIG DADDY!

FE570 >>

The daddy of the range and simply the best big bike around when it comes to off-road. The 2011 model with its upgraded frame and forks goes to yet another level of easy riding. For a big capacity dirt bike the ride is smooth and very controlled. It can get wild if you want it that way but if you keep the right hand from twitching you are in for a treat. This bike rocks...



So is Husaberg's venture into the world of pre-mix motors a success? Geoff reckons so...



the naughtiest off-camber pure rock and dust turns I have ridden.

The solid nature of everything about the bike was running all the way through and ultimately made life easier when 'the need for speed' arose from my man area! Maybe the bigger tank with slightly more fuel settled the chassis further and this together with the clamp set-up and uprated forks made it a dream ride!

The closeness of the Husabergs and KTMs is pretty evident but from a key engineering and development point of view as well as a financial angle the Husaberg really is going to be hard to beat.

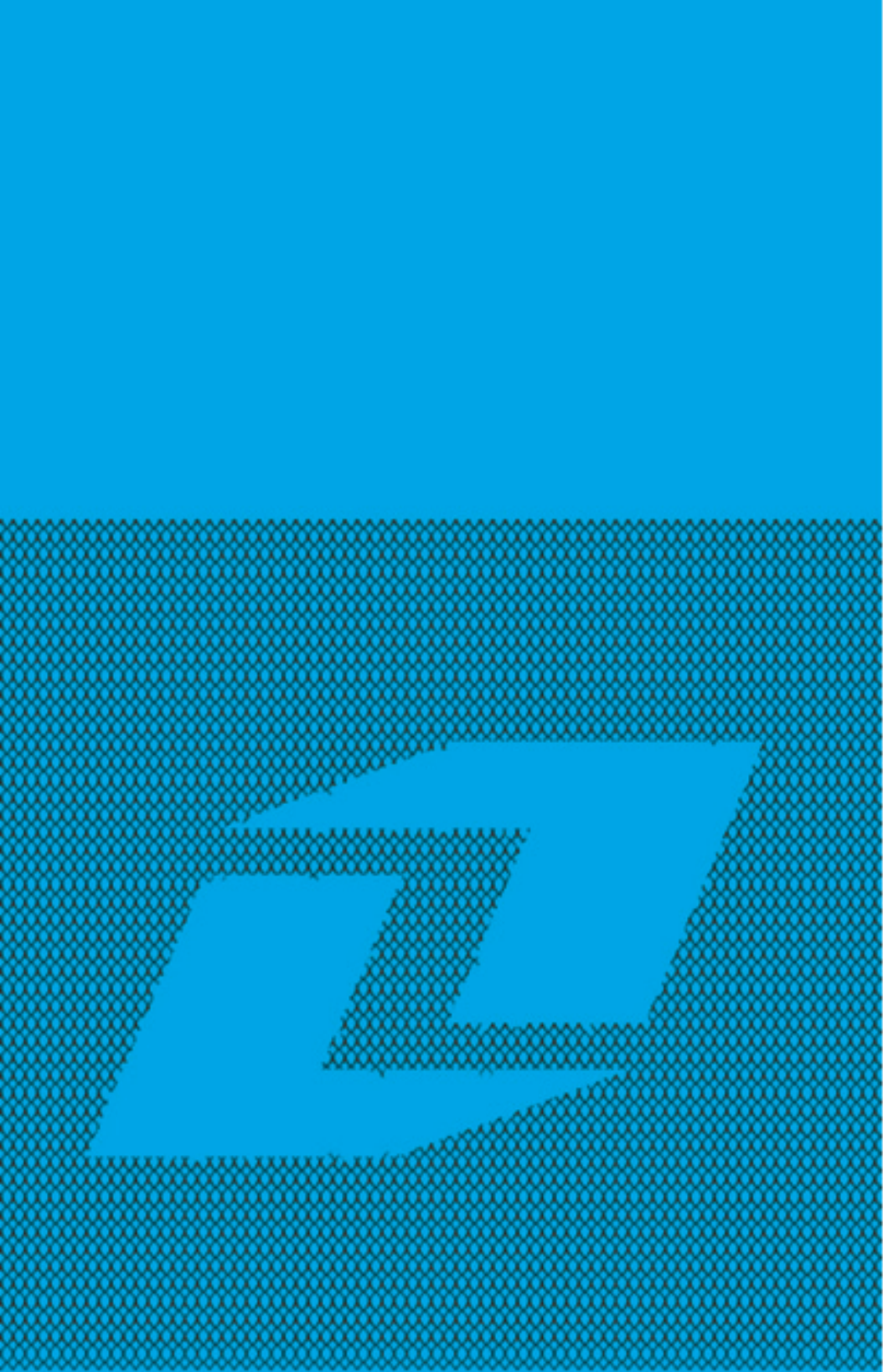
I want to find negatives with it from a technical point of view but I'm struggling. The chromoly frame works in harmony with the bike as a whole to allow for flex, the build quality on componentry is right up there with the big boys and the closed cartridge forks coupled with the 22mm off-set CNC billet clamps are an upgrade made in dirt scooter

heaven. Then there's the huge fuel tank!

I reckon we're talking a couple of grand minimum in tweaks and upgrades to the 'blue' and at not too much money over an 'orange' so you can maybe see why I cannot give these handsome vehicles a hard time..

So what do we have? We have a pair of smokin' two-strokes dressed in blue and looking good. Okay, they're not perfect – there are some wild moments due to the PDS shock causing small sideways moments – but is there such a thing as the 'perfect' dirt bike?

So have Husaberg gone for the easy option and made a blue KTM? Well you could look at it that way but I'm choosing not to. As far as I can see this is the perfect step into the two-stroke market. Let's face it, the blue side of the family would be crazy to enter into the stroker battle with a radical design when they can use certainly one of the best overall packages about to redress and add enough Husaberg modifications to call it their own and reach a new level.



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INJECTION SECTION!

OUR TIP-TOP TECH DITCHES HIS OLD-SCHOOL APPROACH, CANS THE CARBS AND TAKES US ON A TOUR OF FUEL INJECTION SYSTEMS...

Words and photos by Geoff Walker

Andy Clues is Technical Manager at KTM UK and takes care of the technical training for dealers in the UK so he's the man to speak to when it comes to all things super-technical.

Andy has worked at KTM for almost a decade so he really knows his main jets from his float valves. But we are not here to discuss carburettor parts or workings – oh no, we're here for a simple guide to fuel injection and where better to gain this knowledge than right here at KTM UK HQ in Brackley with a step-by-step guide to the inner workings of the all-new KTM 350SX-F which is shaking up the MX world.

What is fuel injection? What is the point? How does it work? Can it go wrong? Is it complicated? I'll try to answer these questions for you so sit back, kick your feet up and take a walk through the wonderful and relatively new dirt bike revolution which is fuel injection...

Okay, fuel injection has been around in motorcycles since the late 1970s when, from Andy's fine memory, Kawasaki fitted a system to a 1000cc street bike. The fuel injection systems have been refined for years on the road allowing the bikes to run more and more efficiently with less emissions and at ever increasing levels of performance due to advances in the technology of electronics and sensors to control the amount of fuel being injected into your motor at exactly the right time.

The fuel injection systems were always thought to be too fragile and heavy as they needed big power sources and massive control

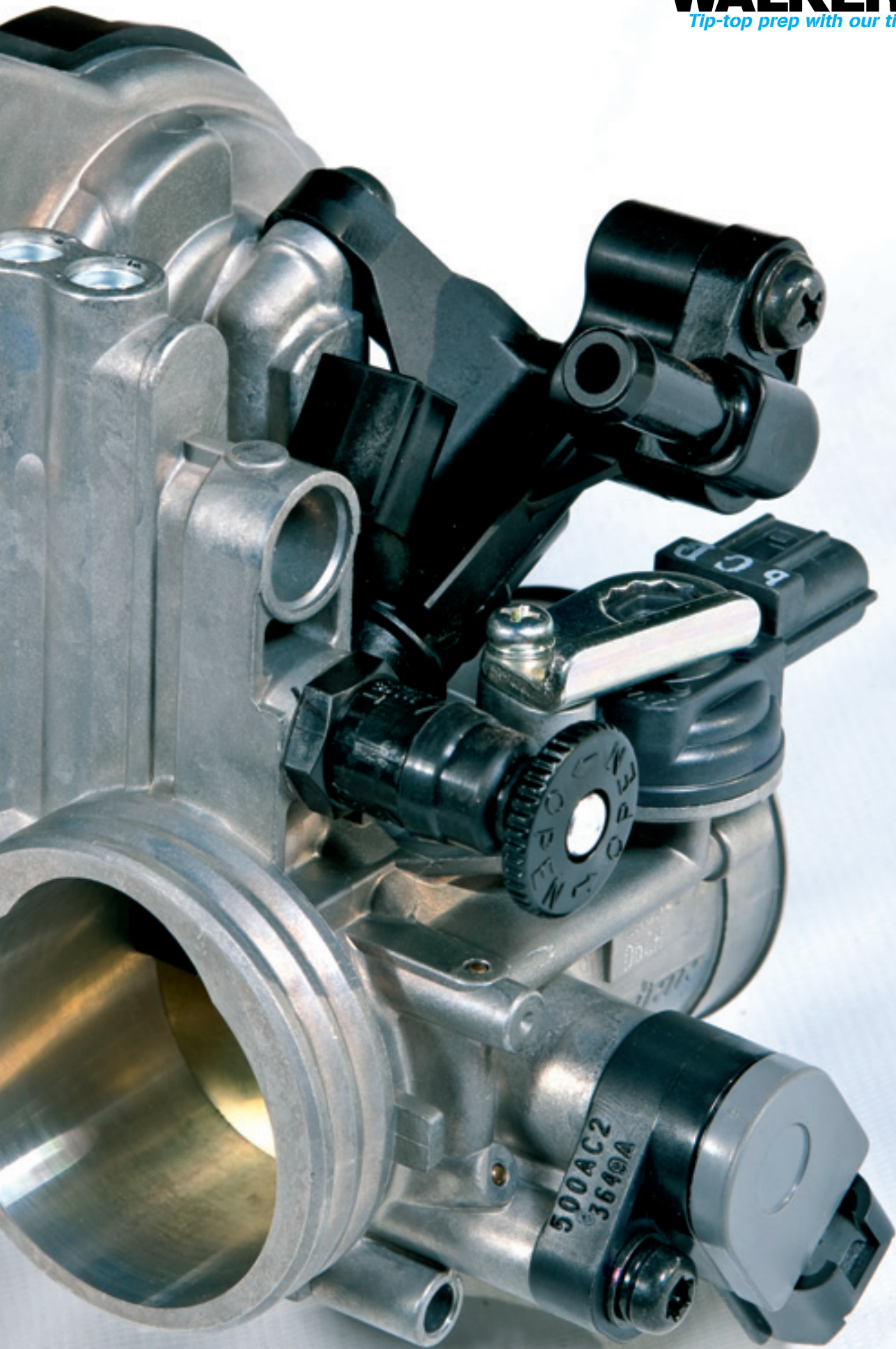
units which did not suit the off-road world. At least that was until the introduction of the RMZ450 a couple of years ago as the first fully fuel injected production dirt scooter from the major manufacturers.

At the time the big question was would fuel injection really take off? Well the answer to that is a resounding yes. All the off-road manufacturers were testing and developing systems and the Japanese company Keihin has really cracked the code with a robust and majorly dirt bike environment-proof system which a lot of the companies are turning to for production parts on their bikes. The system incorporates the latest small components to keep weight down and technological control up.

The lack of a carb brings a shiver to my spine but I am a bit of an old-school type and as such I find trusting an electronic control unit (ECU) to keep my bike running – as well as some other current-powered sensors and jiggery pokery – a little bit difficult. I have, however, tested many new models over the last couple of years with the system and they have all performed almost perfectly. On enduro tests we can find ourselves at many different altitudes and in vastly differing temperatures and the fuel injection has delivered the motor the perfect blend to keep it running sweet. I am amazed by the technology to deliver split-second changes in the amount of fuel being injected into the motor and the fact that electronics are working so hard underneath our collective asses to make sweet music from our zooster pipes.

Right then folks, it's time to take a walk >>







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through the fuel injection system of the all-new KTM 350SX-F to see and understand just how this slice of technology is paving the way for our dirt bike futures.

We have to appreciate that the fuel injection system relies on all the parts doing their job at exactly the same time to make the engine run sweetly. There is no real beginning and end to the system apart from when you first start the bike to wake it up and then hit the kill switch at the end of your ride to send it to sleep.

When the bike is started the connection is made from the battery to the ECU which powers up and begins its job to control the fuel injection system. This unit is the key and immediately collects data from the various sensors so it can begin to deliver the correct amount of fuel to the motor via the injector. At this initial stage there is a sensorfest going on as the engine is cold and is requiring slightly more fuel. How cool is that – a sensor

is looking after your lovely engine even at this stage.

There are a couple of simple key sides to the system which are basically...

Incoming = sensors
Outgoing = actuators

To keep it simple, the sensors take account of what is happening in the outside environment, deliver the info to the ECU and this then tells the actuating side of the system to get on with the delivery of the fuel to make everything run sweet. Imagine having the finest carb tuner on the bike with you, continually changing your settings with his screwdrivers, jet sockets and needle clip pliers many times a second as you ride around the track. That is what happens with fuel injection but without the inconvenience of some mush sat on there with you as you're pulling a fat whip!



HERE IS A LIST OF COMPONENT PARTS WHICH MAKE IT ALL HAPPEN...

ELECTRONIC CONTROL UNIT (ECU)

The brain of the operation, this unit takes control and processes every bit of information from all parts of the system and gives out the orders! It is the daddy!

FUEL PUMP

This part does exactly as it says. It pumps the fuel on request to the system.

THROTTLE BODY

This is the main mechanical unit and fits in the area where your carb once lived. The throttle body houses the throttle actuator and two sensors for throttle position and a manifold pressure sensor. These two sensors must be operating to keep the bike alive.

IGNITION PICK UP (CRANK SENSOR)

This unit picks up the position of the crank from the flywheel pick-ups so it can tell the system when to spark and also send a pulse for the injector to deliver.

COOLANT TEMPERATURE SENSOR

This is fitted to the cylinderhead and gives the info to the ECU to fine tune the smooth operation of the system as the engine warms up and cools down. This unit makes the delivery of fuel spot on at all engine temperature stages.

INTAKE AIR TEMPERATURE SENSOR

This is fitted onto the airbox to deliver the incoming air temp which the system is receiving. This, like the coolant temp sensor, is there for precision delivery of just the right amount of fuel to your motor therefore enhancing reliability and performance.

ROLL OVER SENSOR

This is a sensor which is in place as a safety feature to cut off the fuel in the event of the bike being involved in a crash. If the bike is laid over for a period of time it will shut the system down.

FUEL INJECTOR NOZZLE

This is mounted to the throttle body and is constantly under 3.5 bar. This is around 50 psi of pressure and the ECU is responsible for opening and closing the valve within the unit which allows the fuel to spray through the nozzle and into the motor.



**KTM UK's Technical Manager
Andy Clues – he knows his stuff**



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IN FROM THE COLD!

AFTER SPENDING HIS FORMATIVE YEARS SHIVERING IN MINNESOTA, RYAN DUNGEY'S BASKING IN THE GLORY OF A LOT OF HARD WORK AND EVEN HARDER LESSONS LEARNED...

Instead of spending his time as an amateur grabbing headlines and getting hyped by the media like, say, Mike Alessi, Rockstar/Makita Suzuki's Ryan Dungey spent five months of the year unable to ride his dirt bike in his native Minnesota because it was just flat-out too cold.

When he was 16 he got a call from Suzuki manager Roger De Coster asking him to try out for the team. De Coster had been forced to take top prospects through the Suzuki amateur programme for years and this time he wanted to pick the racer he was bringing up. He picked Ryan Dungey.

Dungey paid him back by winning his first-ever AMA Lites Supercross Main Event, delivering a host of other SX wins, a Supercross Lites title in 2009, a 250cc outdoor title the same year, an overall win at the Motocross des Nations in Italy on a 450 and now he's become just the second rider ever to win the AMA Supercross title in his rookie season. As much as his detractors like to talk about him being lucky, you don't win titles like that with luck.

So Dungey was not a top amateur prospect but speed is speed and he had enough of it when it counted – when De Coster came calling.

"I was about sixteen-and-a-half when I got that opportunity for a try-out with Suzuki and got the phone call from Roger so that was pretty cool. I remember when they gave me the okay that they were going to have the bike ready for me to try. For days up to it I was just really nervous. I was trying to plan the day out but in the end I was just like 'if it happens, it happens – I'm going to ride the best I can'.

"I showed up at Glen Helen and they had a 250F set up for me. I got there and the track was rough. So I went out there and it was really rough and gnarly and kind of dried out and slick so it was kind of sketchy."

And with the nerves he had he actually sort of made it harder on himself right away.

"The beginning didn't start off so well – I crashed right away in the mud and I had to go back to the pits. The handlebars were all muddy so I was like 'man, I just want to start over.'"

To make it worse, Ricky Carmichael was testing with the team that day.

"I was like 'uh oh, they're most likely going to ask Ricky's opinion so I better get on it'. Then I just focused on putting in good laps. We ended up being out there for about four or five hours just riding. Whether I got the ride or not, I just wanted to ride the factory bike and put in as much time as I could on it until I couldn't go no

more. So that was a great opportunity and everything ended up going good."

De Coster offered him the ride right then and there.

"Roger said 'all right, I think we're going to make something happen'. I remember we got the contract and signed it and it was pretty cool. It's something you never forget. You're making that jump, that next step that you dreamt about your whole life and it's right in front of you. So it's a day that I'll always remember."

Dungey had a mostly forgettable last four nationals of 2006 when he debuted for the Suzuki team. In the pits some people were even questioning De Coster's judgment and saying that he didn't have what it took.

"It was tough in the beginning. I was new and trying to fit in. I was just trying to always be the best I could be and put in the results and in the beginning it's tough. I struggled in the first outdoors but I was able to come out and put a somewhat decent supercross season in. From there I was just trying to build."

'Somewhat decent' is a pretty major understatement. At his first-ever AMA supercross Ryan won the Lites class. He was clearly the fastest guy there but a series of misfortunes spoiled his title hopes – including the Orlando Supercross where he had the holeshot and the lead but a rider from another racing lane flew into his path and took him out, punching a hole in his cases. The race was restarted but according to the rules his mechanic couldn't go back to the pits to get a replacement part and he was knocked out of the Main Event.

In 2008 Dungey raced the West Coast series instead of the East as he had done the previous year. Again, Dungey was the fastest guy out there but the pressure got to him and Jason Lawrence played the role as the antagonist perfectly. Lawrence would sit behind him in the tunnel before the races and tell him his boots looked 'gay' or tell him he was going to take him out. It got to Dungey, took him off of his gameplan and Lawrence ended up winning the title by a narrow margin.

"Yeah, that was a hard point in my career. I probably should have won the first year. Shoulda, coulda, woulda. It will always hurt me and it will always haunt me throughout my whole career. You know, it's just one of those deals. You get a lot of stuff thrown your way. You win your first supercross race and people don't see what's behind it. All of a sudden you've got money, you've got people, you've got media and you start kind of getting balled up and confused and you don't know where to go and what to think."



In just a few short years
Ryan Dungey has progressed
from raw rookie to the dominant
force in American motocross



Racer X's editors at large. He knows the sport and its personalities like
few others and as our US Editor provides insight straight from the
Stateside scene...

Steve Cox is an American moto-journalist who follows the entire AMA
SXMX tour. Since moving on from US weekly Cycle News he's struck
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During the time off from the Lites West in 2008, Dungey raced a couple of 450cc races and ended up finishing second in his home race in Minneapolis behind another youngster who started racing pro the same year as he did, Josh Hill.

Outdoors in 2008, late in the season, things started coming back together for Dungey as he went out and began beating two-time defending champ Ryan Villopoto. Although it was too late to make a title run, he showed he was going to be a force outdoors in the future as well.

And it's the lessons learned from 2007 and 2008 that have made 2009 and 2010 possible.

"I know if I fall I'm always going to get back up and do the best I can – make another effort and not quit. I'm not a quitter. I'll always go for it. Yeah, I messed up and I threw away a few things but I'm going to give it my all every time I'm out there. If it's meant to be then that's what it is. I've been able to have some success and learn from my past hurts. You can't change the past and I think for a while that's what I was caught up in. I was so caught up in the past and what I did wrong but, dude, I did it. It's not going to change and the only thing I can improve on is what lies ahead.

"There are more championships and races to be won and I had to be a man and start acting like it – grow up and start making good decisions and being all that I'm meant to be. So I tried to put everything behind me."

Things got rolling in 2009. Dungey battled it out with Jake Weimer for the 2009 Lites West SX title and he pulled it off at the last round in Salt Lake City, winning his first professional title. And that turned into a springboard for the outdoor title as it seemed clear to Dungey that he was capable of winning titles and he was going to do what it took to do so.

But he ran into Christophe Pourcel who also knew he was capable of winning titles. The two locked horns all year and with a bit of a lucky break – when Pourcel's engine blew at the season's penultimate race at Southwick – Dungey ended up taking that title, too. Then, with just about every racer in the United States hurt it seemed, a decision was made to put Dungey on a 450 for the Motocross des Nations in the MX1 class. To say people were sceptical would be putting it mildly – memories of Ryan folding to Lawrence were still pretty fresh and people didn't know if Dungey could handle that sort of pressure. Well, he could. And then some. Not only did Dungey do his part to secure the win for Team USA he actually won the MX1 individual overall on the day.



Dungey's now won seven consecutive 450cc outdoor overalls



A 16-year-old Dungey was hand-picked by Suzuki's Roger De Coster

RDC ON RD BIT FROM THE BOSS...

It was Roger De Coster who hand-picked Ryan Dungey for the Rockstar/Makita Suzuki team in 2006, demonstrating that his ability to sense talent is on a par with his ability on a bike. We sat down with the legendary Belgian to get his take on his protege.

DBR: What makes Ryan Dungey stand out from the group of guys you've worked with in the past?

RDC: "He's very dedicated. He doesn't have anything else on his mind except doing well and he's very disciplined in his preparation during the week. He goes through his routine every week and he doesn't let himself get sidetracked. He's professional."

DBR: Is that unusual in a rookie?

RDC: "Yeah, it's unusual to have the daily dedication to it that he has in every field – his fitness, his riding, his diet, everything. He's like a pro, you know?"

DBR: He is a pro...

RDC: "Yeah but there are many pros that are not pros [laughs]!"

DBR: Jeremy McGrath is often credited with winning because of his natural ability, not his dedication...

RDC: "But that's, I think, also why he was not that successful for that long outdoors because in supercross fitness is not as big of a factor as it

is outdoors. Outdoors, fitness is a much more important factor."

DBR: What about the mental side of racing?

RDC: "Yeah, I think it made him tougher. He was paying too much attention to it. You shouldn't pay much attention to that stuff. It's going to happen. There's going to be a Lawrence in the future. I had guys like that when I raced..."

DBR: Do you think racing Jason Lawrence helped him to get where he is today?

RDC: "Yeah, I think it made him tougher. He was paying too much attention to it. You shouldn't pay much attention to that stuff. It's going to happen. There's going to be a Lawrence in the future. I had guys like that when I raced..."

DBR: Like Bob Hannah?

RDC: "No, because I never let him get in my head..."

DBR: But I'm sure he tried!

RDC: "He definitely tried and he was good at it but earlier, when I was coming up and I had not won championships, I had guys like that that I had to deal with and I'm sure Hannah had guys like that to deal with and Ricky Johnson did... We all had them. Dungey has had them too and that's part of what has made him what he is today."





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Ryan became only the second rider ever to win the big bike SX crown in his rookie season

"The thing is, though, you can play the underdog card once but only once," says seven-time AMA national champ Rick Johnson. "When you go out and win like he did in Italy people are going to start expecting that of you every time you race. And they should. And I told Ryan that in Italy."

Dungey re-signed with the Rockstar/Makita Suzuki team for 2010 and 2011, despite the fact there were rumours the team wouldn't even exist. They had to jettison Chad Reed, who had just won them the AMA 450cc title, due to budgetary reasons. Essentially, they picked Ryan Dungey over Chad Reed. And don't think that didn't occur to Dungey – or Reed.

When Ryan lined up at Anaheim 1 this year, despite what RJ said, he kind of still did have the underdog thing going for him. But that was before he grabbed the holeshot and led almost every lap of the Main Event from defending champ James Stewart. He gave Stewart all he could handle and, in the end, Stewart didn't win the race – Dungey lost

it. He started thinking about the fact that he was about to win, got nervous, wasn't focused and that's all Stewart needed in order to pounce.

But the message was clear – no-one should continue to underestimate Ryan Dungey.

"Like I said, you try and apply what you learned – where you went wrong, what you did wrong – and you try to not make that same mistake twice and apply it to the future. That's all you can do. I also think, at the end of the day, it's a motorcycle race. There are more important things in life than just racing but I've been given a talent to do it so I've got to give it my all."

Still, though, Dungey somehow doesn't get the respect other riders before him have gotten. Frequently, people talk about 'what ifs' such as 'what if James Stewart were still in the title chase?' or 'what if Ryan Villopoto didn't break his leg?' and even now that he's leading the AMA 450cc championship by a mile they still haven't learned. 'What if Ryan Villopoto was out there?'

"I think everybody is going to have their opinion. I prepare just as hard if not harder [than anyone else]. There aren't always going to be all the top guys in there. Sometimes there won't, sometimes there will."

"I think there are always going to be people who say this and people who would disagree but that's not really where I need to be. I can't be thinking about what everybody else thinks because it doesn't matter what everybody else thinks."

"It's me out there at the end of the day and I just try to be all I can be. Whether it's for my fans, or my family, my team – I think for me it's more important to be a better person and to be good to people. And championships, like I said, it's never going to be enough. No matter how many times you win, it's never going to be enough. Sometimes there are ifs and sometimes there are buts but at the end of the day it's a series and you've got to be there every race to win it."

Spoken like a veteran.



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EARLY EXIT!

A BIG CRASH AND A RUPTURED SPLEEN BRING THE 2010 AMA NATIONALS TO A PREMATURE END FOR MAX...

Words by MAX ANSTIE Photo by STEVE COX

So it's the halfway point in the season and unfortunately the first part hasn't gone to plan. I rode really well in moto one at Budds Creek – running second the whole race until three laps to go when I slid out – but the next two weeks were not the best as I was battling with a few mechanical issues.

In our two-week break before Millville we went back to some of our old training routines and put in some solid work. I also got the green light that I will be racing X Games Supercross and Speed and Style. So in the mix of doing our physical and outdoor training we also headed up to the test SX tracks and did some laps.

Some of our English mates are staying in California and they made a joy video of me doing some zesty DJin' and training. Then Wednesday rolled around and we were back on a plane again heading to Minneapolis for Millville press day. Thursday we had a 45-minute session on the track which was cool and we got press day out the way. Then Friday we basically sat around and didn't do a lot.

We got news from Dev (my step mum) that a thunderstorm had made its way through Temecula and started loads of fires so we got on the phone to our Mexican neighbour who said "not to fear, Manny is here" and that he was out there with fire hoses keeping the massive fire back from burning our house down!

All in all on race day I just seemed to be in the wrong place at the wrong time. I actually didn't get a bad start in moto one but in the second turn I hit someone and went down, then as I was coming through the pack I went down again and couldn't start my bike. So that one was done. Then in the second moto I got a really good gate and would have been in the top few but one of my team-mates just got his bars in front of mine and I had to shut down allowing loads of guys past. On my way through the pack I went off the track a few times but kept digging and made a few good passes to eventually get the Muscle Milk Award and one of those massive cheques with my name on it and stuff!

I was really looking forward to Washougal, I know

when I holeshot I'm going to run up front so that was the plan. The track up there is cool and I just couldn't wait to go and race again. Unfortunately, I ended up with a ruptured spleen. So now it's rebuild time. I was in ICU for 24 hours and stayed in hospital for two days. I'm still not sure when I'm going to be back riding again but it looks like my season has come to an end for this year.

So, yeah, it's back to the drawing board but I'll be back stronger as always. This period of time allows me to finish my school work over here and get my body back in top shape. We can sort our stuff out for next year and go to work on my psychological and mental training.

One final bit of news – Dev is pregnant! And I get to pick the middle name! I thought of Lightning Bolt if it's a boy and I already have a lil sis and she's a princess so it better be a boy. If you have any suggestions then facebook me.

You can find me at...

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Max



SEVENUP!

DUNGEY STRINGS TOGETHER A SEVEN-STRONG WIN-STREAK, REED PULLS OUT AND WINDHAM RETURNS AS THE AMA NATIONALS HIT TWO-THIRDS DISTANCE...

At the start of every season we're always hoping that the championships will go down to the wire but it's usually not far into things when someone finds their groove and begins to dominate.

In the 450cc class in the 2010 Lucas Oil AMA Pro Motocross Championships that someone is Ryan Dungey. But in the 250cc class it's not points leader Christophe Pourcel...

The tour heads to Red Bud for the Independence Day race and TLD/Lucas Oil Honda's Ben Townley takes the early lead in moto one after qualifying fourth and quickly becomes the man to beat. He leads the race, fighting off the advances of points leader Dungey, defending champ Chad Reed, Josh Grant and Brett Metcalfe. Grant – who won this event last year – runs up in the group until a fall on lap six. Reed pesters Dungey, first for third and then later for second after the two pass Short.

On the last lap Townley goes down when he over-jumps (or 'OJs' as the riders like to call it – maybe because it could potentially result in death!) a step-up in the back of the track and cross-ruts when he lands. His bike careers right into Reed's path, handing the lead to

Dungey and holding up Reed.

So Dungey takes the win over Reed, Short, Townley, Metcalfe, Grant, Kyle Regal, Ryan Sipes, Nick Wey and Mike Alessi (who went down on the opening lap and charged through for an impressive 10th place).

Short grabs the second moto holeshot over Dungey, Townley, Reed, Metcalfe, Alessi, Matt Moss, Regal, Dan Reardon and Jarred Browne but Dungey is soon by and into the lead and begins to pull away. Townley also passes Short on that lap and Reed follows soon after. Eventually, Metcalfe also passes the reeling Honda Red Bull Racing rider. At about the halfway point Reed makes it by Townley for second but he is unable to eat into Dungey's lead too much.

Dungey takes his fifth national victory in a row over Reed, Townley, Short, Metcalfe, Grant, Regal, Sipes, Alessi and Wey.

With Honda Red Bull Racing's Davi Millsaps out with injury from a crash at Budds Creek, 32-year-old Kevin Windham fills in on Millsaps' bike and in the first moto of his return to outdoor racing he grabs a very popular holeshot at Millville and for the first seven laps makes life very difficult for Dungey. Dungey is second from almost the get-go but he's unable to do much about

Windham until K-Dub begins to feel the considerable heat and humidity (along with the fact that he hasn't raced since Las Vegas and his hands are blistering).

Dungey finally makes the pass on lap eight and Grant immediately moves into second. It isn't long (one more lap to be precise) before Windham loses two more spots to new team-mate Short and Townley.

At this point the race is decided as Dungey stretches out to a comfortable lead over Grant, Short, Townley, Windham, the returning Rockstar Energy Suzuki rider Tommy Hahn, MCRM's Kyle Chisholm, privateer Regal, MCRM's Sipes and VMS Yamaha's Kyle Cunningham. With four laps to go defending series champ (and runner up – at the time – in this year's title chase) Reed pulls out of the race and eventually the series. Initially the story is a neck injury of some sort but eventually it's revealed he has Epstein-Barr. He's probably out for the rest of the championship.

Short grabs the second moto holeshot over Townley, Sipes, Windham, Dungey, Hahn, Chisholm, Alessi, Metcalfe and the rest of the field and by the time the leaders come back into view from the back sand whoop section Townley has overtaken Short for the top spot. As the two battle into the second lap, though, Townley ♦

Eat my roost! Mike Alessi gets a
moto money shot at Red Bud



Ryan Dungey makes it seven
overalls on the trot – shades of
Ricky Carmichael?



Party time at Red Bud!



falls and Short inherits a nice little lead. But it's not long before Dungey comes knocking and he gets by Short and proceeds to pull away to win by more than 30 seconds.

At the finish it's Dungey over Regal, Short, Windham, Townley, Metcalfe, Sipes, Alessi, Chisholm and Grant. Overall the win goes to Dungey over Short and Regal with Windham fourth in his first race back.

The series then moves to the Pacific Northwest and Washougal Motocross Park, nestled in the pine trees along the shoreline. Short grabs another holeshot to start the first moto over Windham, Metcalfe, Dungey, Grant, Hahn, Alessi, Cunningham, Wey, Chisholm and the rest of the field. Townley goes down on the first lap and bangs his shoulder, knocking him out for the day.

Short holds strong out front for the first few laps before it seems like Dungey kicks it up a notch. First he passes Metcalfe, then after a few laps passes Windham for second, then immediately goes after Short for the lead. Short leads a total of four laps before Dungey powers by the Honda rider on the big

uphill, completes his pass at the top and immediately begins to pull away for the win.

Short holds on for a strong second over Metcalfe, Grant, Sipes, Alessi, Hahn, Chisholm, Windham and Wey.

Short keeps with his fast-starting pattern in moto two and gets yet another holeshot and this time Windham is able to hold Dungey off for a bit longer before fading as he's still not used to outdoor racing at this pace. Short leads for a total of seven laps before Dungey again finds his way by. Short again hangs on for second over Hahn who is giving Short all he can handle. Then comes Brayton and Metcalfe who is feeling the effects of the heat again but stays strong for fifth. Next up is Wey in his best ride of the season so far over Reardon, Cunningham, Windham and Chisholm.

At the end of the day it's Dungey with his seventh overall win in a row over Short and Metcalfe. Dungey now leads the championship by 95 points from Short, Metcalfe, Grant and Townley.



Trey Canard's found his confidence – and his form – but has he left it too late?



SERIES STANDINGS

450cc >>

1	Ryan Dungey	368
2	Andrew Short	273
3	Brett Metcalfe	257
4	Josh Grant	238
5	Ben Townley	223
6	Mike Alessi	219
7	Chad Reed	204
8	Ryan Sipes	166
9	Kyle Chisholm	158
10	Kyle Regal	157
19	Steven Clarke	49
29	Ben LaMay	17
36	Adam Chatfield	5

250cc >>

1	Christophe Pourcel	340
2	Trey Canard	302
3	Dean Wilson	294
4	Tyla Ratray	286
5	Justin Barcia	212
6	Broc Tickle	209
7	Blake Wharton	209
8	Eli Tomac	200
9	Jake Weimer	195
10	Martin Davalos	163
11	Tommy Searle	116
16	Max Anstie	72





Christophe Pourcel's won more motos than any of his 250cc rivals but it's Canard who's on the roll



Former world champ Tyla Ratray is one of three PC pilots in the top four



Justin Barcia's running fifth

STAYING ALIVE!

THE POURCEL EXPRESS FALTERS AS CANARD GETS A TASTE FOR WINNING

GEICO Powersports Honda's Trey Canard is a racer who everyone in the pits – except perhaps himself – knows can and should be winning. But after the Colorado round, where he went 3-2 and built some confidence, things start coming together for the redhead.

At Red Bud, points leader Chris Pourcel from the Monster Energy/Pro Circuit Kawasaki team leads his team-mates Tyla Ratray and Jake Weimer off the line to start the first moto with Canard's team-mate Justin Barcia, DNA Shred Stix/Star Racing Yamaha's Broc Tickle, his team-mate Nico Izzi, Dean Wilson, Blake Wharton and the rest of the field in tow.

Pourcel doesn't put a big gap on the rest of the field but he holds Ratray at bay while Barcia moves into third. Barcia makes a few attempts to pass Ratray but to no avail while Weimer battles it out with Tickle and Wilson. On lap 12, after having just lost fourth position to Tickle, Weimer collides with Tickle heading into an off-camber. The two fall. Later, Weimer explains that he lost his rear brake completely. Tickle is up the quickest of the two but can only muster seventh. Weimer is 11th.

Canard, who starts outside the top 10, works his way forward until he inherits fifth when Weimer and Tickle go down together. Then Barcia crashes out of third and Canard is soon able to pass him as well. At the finish it's Pourcel (in yet another masterful opening moto ride) over Ratray and Wilson, then Canard, Barcia and Wharton over Tickle, Darryn Durham, Izzi, Martin Davalos, Weimer and Eli Tomac.

In moto two Wilson grabs the holeshot over Ratray, Max Anstie, Barcia, Canard, Wharton, Pourcel, Davalos, Weimer and Tickle. Wilson

immediately begins to pull away but Canard is on the move. He goes by Barcia who then Barcia crosses three lines on an off-camber and barely avoids hard contact with Canard. Canard fights off the move but later says it motivated him. He passes Barcia back, then Ratray only a couple laps later and then sets out after Wilson.

After chasing Wilson for a few laps Canard finally makes the pass stick but then he's balked by lappers. He slams into Wilson hard enough to tear Wilson's jersey. Still, Canard takes the moto win – his first ever – and the overall with a 4-1 score over Wilson's 3-2 and Pourcel's 5-3.

Attempting to pick up where he left off at Red Bud (out front), Canard grabs the moto one holeshot at Millville over none other than points leader Pourcel. Canard leads the Frenchman for three laps before Pourcel is able to put a move on him for the lead. Canard begins to fall back into the clutches of Pourcel's team-mate Weimer but nearing the end of the moto Canard actually reels Pourcel back in, then passes him for the lead which lasts for a lap before Pourcel gets him back.

At the finish it's Pourcel over Canard, Weimer, Ratray, Wharton, Wilson, Tickle, Alex Martin, MCRM's Travis Baker and Izzi.

Wilson grabs the holeshot in moto two but Canard wastes no time in getting around him and establishing himself as the man to beat in the moto. Pourcel starts at the tail end of the top 10 and a few laps into the race it begins to rain hard. Wilson is forced to give up the chase as Canard doesn't seem to slow down much in the mud.

Canard goes on to take the moto victory from Wilson. Mud specialist (it seems) Barcia is third with fourth going to Ratray from Weimer, Tickle, Wharton, Darryn Durham, Tommy Searle and

Pourcel who struggles in the sloppy conditions. Overall, it's Canard with the win ahead of PC riders Wilson, Ratray, Weimer and Pourcel.

Pourcel has been Mr First Moto all year but at Washougal it's Canard with the holeshot to start the opener over Wilson, Weimer, Barcia, Wharton, Durham, Izzi, Ratray, Lemoine, Pourcel and the rest of the field. While Canard pushes to establish a lead, Pourcel does the same to try and make up time on the leaders. By lap eight he's fifth and he keeps moving forward – past Ratray, then Wharton and then eventually by Weimer for second with four laps remaining in the moto.

So Canard takes the first moto from Pourcel, Weimer, Ratray, Wharton, Wilson (who went down early on and lost his peak) and Tomac.

Wilson attempts to force Canard wide in the first turn of moto two but Canard refuses to let him do so and holds on to the holeshot over Wilson, Pourcel, Ratray, Weimer, Barcia, Davalos, Wharton, Searle and the rest of the field. An early fall by Wilson moves Pourcel up to second but he never gets close to Canard who is setting a blistering pace up front.

At the finish it's Canard celebrating yet another moto and overall win over Pourcel, Ratray, Wharton, Davalos, Wilson, Searle, Durham, Tomac, Barcia and Weimer who fell late in the race out of fourth place.

The 1-1 score moves Canard into second in the points although he's still 38 points behind Pourcel. Canard now has more overall wins than anyone in the class this year and has four moto wins to Pourcel's eight. If he continues riding like this we may have a championship going down to the wire on our hands at Pala Raceway in Southern California.



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Mitch was one of the stars of the show at the Las Vegas SX Banquet

PCWORLD!

OUR INDUSTRY INSIDE CATCHES UP WITH MITCH PAYTON, THE MAN BEHIND THE MOST SUCCESSFUL TEAM IN US RACING HISTORY...

Words by STEVE MATTHES Photo by STEVE COX

There have been a lot of big teams on the American SX and MX scene that have come and gone since 1991, the year the most successful in the sport – Pro Circuit – started off modestly with a few young kids and some box vans. An amazing 26 titles later and staring in the face of a 27th when the 2010 250 Nationals are over (after all, his riders make up three of the top four in points), Mitch Payton has been the central figure all the way.

The hop-shop that started as a Husqvarna horsepower factory has grown to become a goliath in the industry, serving just about every team in the pits with an exhaust, a camshaft or something with the familiar 'PC' logo. With the race team, first on Hondas and since 1993 on Kawasakis, Mitch has really committed to the line 'winning on Sunday sells on Monday'. Any rider signing up for a ride on the team knows that they may make the most money in the class but they will be on the best bike, have the best team around them and they can make their money the old fashioned way. By earning it.

I sat down with Mitch at Millville to talk about this season, next season and the previous 19 as captain of the Pro Circuit army.

DBR: Successful year in 2010 – both supercross titles and now you're dominating outdoors.

MP: "So far it's been really good. Actually all of our guys rode awesome this year. Everyone in supercross had an awesome year. Now we've come outdoors Christophe is on the gas and it looks like Tyla has picked up his pace from last year and Dean is super-impressive for his first year – couldn't ask more from those guys. Jake is our 'lone wolf' down in the points but truthfully he's riding really well. He has just had some really bad luck, a lot of crashes and silly things have been happening but if you look at his practice times and how he has been doing he deserves to be on the podium too. I think by the end of the year it would be nice to have everyone in the top five."

DBR: When you signed Christophe he got hurt then had to take a year off. Did you have any idea how well he would rebound? That had to be a pleasant surprise...

MP: "Yeah, it was a sad accident and there was a lot of mystery surrounding the injury. Was he going to come back at all? Or if he was I was kind of worried that he wouldn't have the strength or

endurance or anything. But it was the type of injury that I thought was worth being there behind him and supporting him. I mean when you're lying in the hospital and then find out that your team cut you – that would be like 'wow, icing on the cake'.

"I've been through it myself and I think it was the right thing to do, to stand behind him. Obviously, he's proved it was the right thing to do – he's been successful at everything he's set his mind too. I'm sure next year in the 450s he'll be successful too."

DBR: So this doesn't surprise you that much? How good he's been?

MP: "It doesn't surprise me when you look at how talented he is. As long as he could get his health back to where he could do this, I believed in him for sure. I'm just really happy he was able to get back so he could race. So, yes, is it a surprise? You could write a fairytale about it. That was an amazing comeback. To have that type of injury and maybe not be able to walk? Then to be able to walk, to be able to run, to be able to do this and race at this level is just unbelievable."

DBR: As far as Rattray, guys like myself that write about the sport maybe thought last year was a little disappointing. This year he's turned it on and really showed everyone the champion that he is...

MP: "Last year was maybe a hard year for Tyla. It was an odd situation. It was his decision to try and come to the US at the last minute. It was his dream, he wanted to do it. Didn't care what it took – he wanted to come ride for us. I'd always told him if he wanted to come we'd make it work somehow, so we did."

"I'm sure last year's results were disappointing for him and maybe a little bit of a letdown for us. We've worked on a few things for him and he's worked on some things on his own. This year he's turned it around remarkably. His starts are good, he rides good, his times are fast and he's in awesome shape. He's probably the fittest guy in the class."

DBR: What about the Las Vegas SX where your team made up the top four. Where does that rank in all your memories as a team manager?

MP: "It was a great night. They won their heat races. Everyone was right there. But that race has bit me so many times I try not to get too excited about it. Our goal is always to get in and get out of there to make sure we have everyone in one piece

for outdoors. For me it was a bit of a blur because I'm trying to watch all four guys, make sure they are riding each other clean. If they would have knocked each other down that would have pissed me off. They raced really hard but were really good to each other. It was a phenomenal race. Never would think that that was possible and it happened so it will probably be a memory forever."

DBR: Is there one year that stands above the rest as being a favourite?

MP: "No, I think you could go back through every year and every year would have some really fun highlights. Even a couple of years that we didn't win you'd still find some really great things that happened. I'm looking forward to finishing this year and hopefully we can keep our guys up there where they are right now and get Jake up there further. Then we'll shut the books on this and get started on 2011. I think with some of the guys we're planning on having, I believe we can keep it going."

DBR: Best rider you've had on the team? Ricky Carmichael is obvious but some others...

MP: "I think Ricky, he is pretty special. That's so easy for everyone to say but he is a pretty phenomenal rider. But I feel like I've had some unbelievably awesome guys. To have McGrath, Christophe or Pichon? Or Ryno and Tedesco, Ben Townley, Grant Langston – it's hard to say. Then there's Ryan Villopoto – can't believe we forgot about him. I think every single one of the guys has brought a lot to the table and succeeded and moved on. And the majority, when they left here, have had a pretty successful career."

DBR: What about Dean Wilson? He's been really, really good and I would say a surprise.

MP: "Deano is awesome. He's going to surprise some people. Some other kids have gotten a lot of hype for being 'first year rookies' but really, this is his first year. First year in supercross, first year outdoors. He's a solid contender right now."

DBR: One rider you wish you had a 'do-over' with?

MP: "Probably Brian Swink. It would have been nice to have him one more year. I think he would have done a lot more. The one we always joke about, between each other, is Windham. He was supposed to be my guy. That would have been fun to have Kevin."



RUSLAN ROULLETTE?

WHEN OAS HONDA SIGNED EVGENY BOBRYSHV FOR THE 2010 SEASON IT LOOKED LIKE THEY WERE TAKING A BIG GAMBLE ON A RIDER WHO'D STRUGGLED TO 20TH IN THE '09 MX2 WORLD CHAMPIONSHIP. TURNS OUT THEY WERE BANG ON THE MONEY...

Words by Jenni Dick Photos by Nuno Laranjeira





Bobryshev's form – in Britain and at the GPs – on a 450 has been a revelation

Evgeny Bobryshev was a stranger to most in the paddock at the beginning of the 2010 season with many industry insiders wondering what exactly CAS Honda were thinking of by signing the 22-year-old Russian. They quickly got their answer when 'Bobby' – as he's affectionately come to be known – nailed a convincing win in the very first moto of the year at Little Silver. >>



He ended that day in Devon in third overall but since then has won every round overall, taken a further eight moto wins out of a possible 12 and built up a whopping 46-point lead at the top of the Maxxis British MX1 championship. Not such a stranger anymore, eh?

Bobryshev's involvement with motocross stems back to his father who is a two-time Russian 500cc champion. From an early age Evgeny was into motorcycles although it wasn't until he was seven that he was given his first bike.

"I still remember that day now. My dad went off to Finland and said he was bringing a surprise. He only went with a small car and I could only see just the handlebars through the boot when he came home so I didn't think it was anything special. But then he put it together and it was my first bike. I think it was a Kawasaki 65 – the really old one with the seat with the bit at the back.

"I started racing maybe three months later so it wasn't long. My father had a track he built in our town and I had been riding there a little, then we held a race. I was last, really last, my father was shouting at me and he was really angry! It was funny – we still have it on tape – because all my family, my parents, friends, granddad and grandma were standing in every corner because I was just crashing and crashing again, then they picked me up and put me back on my bike then off I went."

Bobryshev can't remember his first podium but he proved to be a fast learner and moved up to an 85cc machine after only a year of riding. To begin with the youngster never imagined it might become a full-time profession, then he was shipped over to Europe in 2005 by someone who had spotted his talent which began to pave the way for a career.

"My sponsor Nifontov, who is dead now, recognised my talent and brought me to Europe.

He wanted me to try racing in Europe and he held all the discussions with the Vangani KTM team in the European championships. They arranged for me to ride in Lommel and that was my first test – and first time riding at Lommel. It had been raining a lot so the track was bad but they were impressed and put me in the Vangani team. I want to say thanks to my sponsor and also to the team as this was the major break for me and also to Boris Vsevolodovich Gromov for his help in 2007 to bring me back to Europe."

Prior to this Bobby had tried his hand on the Tarmac for one year in 2004 but despite becoming the Russian 125cc champion he realised very quickly that this wasn't where his talent really lay, especially after racing a round of the Finnish championship when Mika Kallio – who is currently mixing it up in MotoGP – showed him the way around the track.

"I had a lot of fun road racing but I was already big for this bike. I was Russian champion that year but I didn't like the noise of the bike, it was too loud! I went to try the Finland championship and we had two groups in one class but I didn't know this. Mika Kallio nearly came to lap me – he was in the other group and I was leading my group – but I felt bad about being lapped. My father didn't explain this to me until later and Kallio was wearing all black so until he took his helmet off I didn't realise it was him. When we finished the race and I saw it was Kallio I was like 'oh man', I think it was definite I should stop road racing. MX is much better anyway, the crashes are on a softer landing."

So on his switch back to dirt the Vangani-bound 16-year-old found himself having to adapt to a new style of track and at the same time overcome a huge language barrier as well as the cultural differences between Russia and Western Europe.

"The competition in Europe is 10 times higher and the tracks are very different. In Russia most

of the tracks are hard and not rough because there is not the type of riders to deal with rough conditions. The level and amount of people in the sport goes up and down in Russia quite a lot but it is a small sport so there is a big difference between there and here."

Since 2005 Bobby has ridden in the MX2 class, firstly in Europe and then in the world championship with some fairly decent results including second overall in the Dutch championship in 2009. But it wasn't until he signed up to the CAS Honda squad for 2010 that he began to hit the MX headlines.

"The deal with CAS Honda began at the Motocross des Nations. Toon Karsmakers and Harrie van Hout who help me said the team was looking for a rider and they put me in touch with the team who watched me ride at the Nations.

"Again I came to Lommel for the test and they decided to take me. In MX2 I was really heavy for the bike and my sponsor had put money into the Van Beers team. I was there two years and I was thinking maybe to stay one more year as I wanted to take some good results before I left that championship. Many people asked me why would I stay to try and get MX2 result when I could do it in MX1 but finally it was definitely the right decision to go MX1."

Bobryshev quickly found his feet in the team during pre-season testing in South Africa where he gelled with the bike and just got faster and faster with the guidance of Team Manager Neil Prince. The MX1 bike suited his size and the CAS Honda team's confidence that Bobryshev could be a serious contender was ever-increasing.

"Sure, I knew it wouldn't be easy in MX1 but when we went to South Africa things went well and I knew we could be fast. For sure Neil has worked really hard for this and to get the results he has pushed me. I had never ridden the 450 Honda before but I was impressed straight away



Bobby yanks the holeshot from defending champion Brad Anderson at Foxhill



The Russian picked up the series leader's red plate at the second round of the Maxxis series

HIGH FIVES!

BOBBY'S FAVOURITE THINGS >>

- 1 "Mum's cooking."
- 2 "To go to the river with my friends in the summer to play games and camp."
- 3 "Riding quads in the winter."
- 4 "Snowboarding."
- 5 "Clubbing."

and the Showa suspension was also really nice, I just got on with the bike really well."

Bobryshev's learning curve has been a steep one but he's improving week-in, week-out and is starting to stamp his mark on the world MX1 championship – although this has brought him into range of hard-riding GP winners such as Ken De Dycker and Clement Desalle as he edges nearer the front of the field.

"For me the feeling to be riding at the top with all the guys that used to lap me is amazing. To stay with them and race is quite awesome. They didn't recognise me in the beginning – they were like 'who is this guy?' – but now they have respect and I feel this is awesome.

"I haven't had so much time racing with these guys but I have enjoyed racing with Cairoli as he is a clean rider, I like the chance to race with him. Also Ramon, he is good to race with, not like blocking, trying to put you down or smashing into you."

Despite making the big step from top 10 to top five in the last few races Evgeny's first overall podium has eluded him with two fourth places on

the bounce. A hugely impressive performance in Latvia where he led much of the race and went on to finish second, followed by fourth in the second heat, gave him equal points to Steve Ramon. In Sweden he went 5-4 to finish just a few points shy of the last podium position which again went to Ramon. But it's still early days as he heads to just his 11th MX1 GP.

"I didn't think I'd be fighting for podiums already as at the beginning of the year my goal was top 10, then straight away it was good. We are always working and the results are coming up and up – it's finally coming together more and more so we can fight at the front. With the bike, I have nothing to say, it's amazing and I am happy.

"I'm the kind of guy that doesn't like being alone and I like to be together with the guys. With Neil and the team there is a good feeling and this works well for me. We concentrate on the races and we work hard together but the feeling is good and this means it works well. I have a good relationship with Neil and I trust him a lot as we want the same thing so he pushes me and we move forward."

Q&A

ASK BOBBY...

Q: If you weren't racing motocross what would you be doing?

Aidan Wigger – Norwich, Norfolk.

A: "It's difficult to answer because I have always done motocross but I think I would have just been working for my father. He has a business with the diggers so I think that's what I would be doing."

Q: Where do you want to be in two years time?

Nik Wood – Tamworth

A: "This is a good question. I just want to see how it's going. I don't want to say I'm going to be a champion, this is something I want but it's difficult to get there. I will just keep working at this goal."

Q: Do you enjoy racing more in England or in Russia?

Lewis Wigger – Norwich, Norfolk.

A: "I prefer racing in England but I also sometimes go home to do some races. In Russia the races are really badly organised – the tracks are not looked after properly with big dust whereas here everything is good and the tracks are really nice."

Q: If you could ride one track in the world, where would it be?

Jon Carter – Louth, Lincolnshire

A: "I really like my home track in Kondrovo, Russia. I would love it if all the GP guys could come and race there at my home, that would be cool."



Prior to the start of the season his British championship rivals must have been expecting a relatively easy campaign with only a limited pool of genuine title contenders – but that was until Bobryshev stepped up to the plate. It's also been a big surprise to the British motocross public and without a home hero to cheer for in the MX1 class at GP level Bobryshev's speed, style and dominance in the domestic series is earning him a big following on these shores.

"I read an article pre-season saying that [Brad] Anderson thought the championship would be between him and a few others but he didn't mention me. I didn't worry about it but then after winning the first race I was very happy and realised my target was to win the championship. It was a great motivator.

"The British championship has a much higher level than Russia. With the other guys, well Anderson, he seems like a nice guy but then something happens when he puts on his helmet. Everyone wants to win but he is sometimes pushing so hard he crosses lines and it is sometimes a little scary. I understand he is a



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strong rider but the other guys are also strong but they never are making me feel this. If Anderson came to race in Russia I wouldn't be out to kill him but sometimes he give me this feeling!

"Anyway, the level is high and all of the guys are fast. Maybe some weeks I am better and other weeks they are better depending on the track. I am having fun and I enjoy racing in England, it's really good for me.

"I think motocross in England is maybe the best in Europe. There's a lot of public at the races and the fans are great. There are also a lot of good tracks. But I don't like so much the weather. It's like sometimes you get up and it's sunny, then a few hours later it is raining. This makes me a little crazy! In Russia it is hot right now and I prefer it like that."

Seeing Bobby so at home on British tracks it's perhaps easy to forget how far he is from his native Russia and that even strapping six-foot motocrossers can feel homesick. His family only come to see him race around once a year but he

does now at least have his girlfriend here more often. He admits to missing his home comforts but feels that this ensures his focus is always on the job.

"Russia is home, that's where my friends are. It's much better to be there around my friends but then when I am here I am concentrating on my racing and training which is better for my job because I don't have so many people to call me up and get me to go out. I don't like being away from my family but as long as I get to go home every three months it's all right.

"I feel more free at home because of the language and it's the little small things that get to me, like in Holland everywhere is closed by 6pm. I hate this! Also here there is a lot of fast food but at home we grow our own food from the garden. My mum cooks a lot of food from the garden. Like her soup, you can't find the soup here like we have in Russia! Her cooking is the best. Now I live half in England and half in Holland. With Neil in England and Harrie van Hout in Holland so I'm like a tourist."

One thing that really jumps out is Evgeny's hunger to learn. He's very self-critical and is always looking at how or where he can improve which is certainly a huge asset for a racer to have. Right now he's trying to find that certain something he needs to win by watching race videos and following the more experienced riders.

Russians have long had the image of being tough and gritty which are both qualities Bobryshev seems to possess on the track yet in person he's possibly one of the nicest and relaxed guys in the paddock. There's no forced act or media-driven bullsh*t, just a friendly and funny persona and a big helping of charisma – it's hard not to like him.

"I want to thank the people that have helped me. Manushin and Laposhin my sponsors have really been good. They have stood by me and are always next to me to support me and without their help it would be impossible. Also to my parents because they are very good to me and have helped so much. So thank you to them."



Neil Prince spotted Evgeny's potential at last year's MXdN

NEIL PRINCE

BIT FROM THE BOSS...

"I knew Bobby could be quick after I saw him following Chad Reed for five or six laps at the Nations. He made a few mistakes but he could stay with Reed no problem.

"Once we got him into the team and to South Africa we worked with him and basically he just got quicker and quicker and quicker without the sketchy bits we saw at the Nations. He got on with the bike really well and I knew he was fast, it was just whether he could stay on because to begin with he had a little tendency to crash.

"We've got a good bike that was developed mainly last year which he's gelled with – he picks high gears, listens a lot and gets on and does the job. From when I used to race I know what needs to be done to make the rider happy and it has worked so well for Bobby as he has the trust in his bike.

"For Bobby at the start of the season he's come from been 18th in, say, an MX2 race to someone who has the speed to run top five in MX1 and in time he's got more confident in himself, he knows he can go as fast and the endurance is now coming too. His original aim was top 10 but now that's switched to top five and he's had to muster up the self-belief to make that happen.

"This guy is very special – we get on really well from a team manager to rider point of view but I'm also his mechanic now as I understand what he needs. I think that's an important thing for him, to have someone there who is solely making things right for him. He's very grateful, appreciates what everyone does for him and that's really nice."



CLOSE CALL

GREG EVANS PILES THE PRESSURE ON DAVID KNIGHT ON DAY ONE OF THE FOURTH ROUND OF THE BEC SERIES BUT KNIGHTER COMES GOOD TO DELIVER ANOTHER DOUBLE WIN...

Words and photos by Jonty Edmunds

“It's not easy on a big bike,” comments David Knight as he exits the opening special test at the Knighton Enduro, round four of the 2010 Metzeler ACU British Enduro Championship. “Getting the big girl up to speed on slippery grass takes some doing.”

But while Knighter's struggling to get the most out of his booming 530 KTM, KORR team rider Greg Evans dances his way around the event's opening two special tests to jump into the overall Championship class lead by a not insignificant margin.

Continuing his impressive form on lap two, Greg puts DK under serious pressure but no matter what the Manxman tries he can't match Evans' pace on the motocross test. For much of the opening day it looks like a rider other than Knighter might top the results for the first time this season.

But Knighter's not the sort of rider to give up easily. Continuing to push as hard as he can his speed around the largely grass track enduro test proves decisive. >>



Knighter has to fight all the way to the end of day one to keep Greg Evans out of the top spot



*Kevin Murray pushes hard
at the Knighton Enduro*



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Daryl Bolter's second in the title race



A day two mechanical DNF punts Tom Sagar down the points table

SERIES STANDINGS

CHAMPIONSHIP CLASS >>

1	David Knight	KTM	140
2	Daryl Bolter	KTM	101
3	Paul Edmondson	Suzuki	93
4	Greg Evans	KTM	81
5	Tom Sagar	Suzuki	73
6	Ashley Wood	Gas Gas	56
7	Ollie Moyce	Husaberg	52
8	Edward Jones	KTM	51
9	Alex Rockwell	Husqvarna	35
10	Si Wakely	Husqvarna	34

With Greg not quite able to deliver the goods on the enduro test, several small but costly mistakes allow Knight to work his way into the lead. Come the end of the day David picks up the win while Greg takes the runner-up spot four seconds back.

"It would have been great to have won but second's still a good result," comments Greg. "You can't make mistakes when you're racing against someone like Knighter and not expect to pay for them."

With Knight and Evans in a class of their own battling for the overall win Daryl Bolter steps up to finish third and tops the Enduro 1 class on his KTM. Paul Edmondson is unable to produce the form that saw him claim the overall day one win in '09 and it's Eddy's Suzuki team-mate Tom Sagar who places fourth overall and eight seconds behind Bolter.

Day two sees some surprises at the top of the Championship class. Tom Sagar DNFs with mechanical troubles which pretty much kills any hopes he had of an end-of-year top three. And Greg Evans drops an almighty clanger as he clocks into a time control one minute early, pushing him down the results into seventh. It's a schoolboy error that costs him dear.

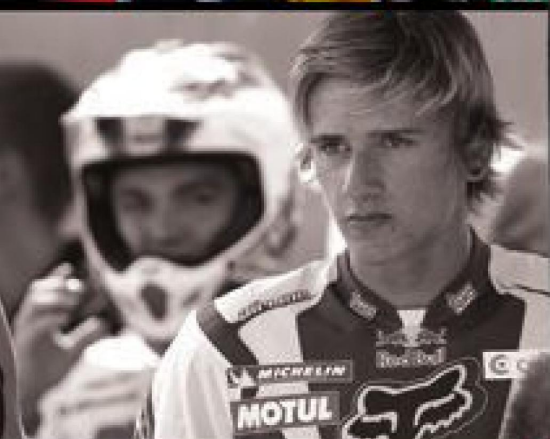
With the motocross test rutted and dusty and anything but the slippery, grass-covered test it was on day one, Knight has no problem putting the power of his factory KTM to the ground and tops all of the day's tests.

"We made some changes to the bike after the first day and they made a big difference," explains DK. "Smaller, lighter bikes are definitely better when tests are tighter, twisty and slippery but today I've been able to push hard. It's been a great day."

Behind David it's Bolter who steps up to take the runner-up spot having battled with Evans for much of the day. With Greg down in seventh and Sagar out the second day's result looks a lot different to the first as Manx enduro newcomer Alex Rockwell places third. Grabbing his best ever BEC result, the Husqvarna rider is thrilled with his performance.

"It's been a pretty steep learning curve so far this year but I feel like I'm getting somewhere now. I still have a lot to learn but I've really enjoyed this event. I wasn't sure if I'd be able to clean the tight check but I did and despite not having much experience of riding on grass it's all been good."

Euan McConnell improves on his day one result to finish fourth while Fast Eddy delivers Suzuki's top result with fifth, one place up on E1 two-stroke rider Edward Jones.



SWEDE DREAMS!

TONY CAIROLI'S ON CLOUD NINE AS HE TAKES HIS 350F TO A DOUBLE WIN IN UDDEVALLA WHILE FRENCHMAN STEVEN FROSSARD DOES THE UNTHINKABLE AND FINALLY BREAKS KTM'S CLEAN SWEEP IN MX2...

Photos by Sarah Gutierrez

Steven Frossard finally breaks KTM's MX2 stranglehold when he tops the podium in Sweden



After putting in very strong rides at rounds eight and nine of the series in Germany and Latvia it was beginning to look like Clement Desalle was ready to step up to the plate and take on series leader Tony Cairoli in the chase for the world championship. But before the MX Panda could get too used to being considered a true title contender Tony C turns it back up a notch and blasts out a double win in Sweden to stomp his authority all over the MX1 division. Again.

The Uddevalla circuit already features in the Tony Cairoli history files as the last place he'll ever win an MX2 GP and for the time being at

least it's the last place he's won an MX1 GP too. Of course, that's all likely to change in the next few weeks – or is it? By the time you read this the Belgian GP in the deep sands of Lommel will have been and gone and the hardpack of Loket will be just around the corner – the question is can Tony win at either race and more to the point does he need to?

With a 67-point lead over Desalle it's likely that Cairoli's gonna ease off the gas sometime soon and roll home to world championship number four while Clement himself strolls home in second. The real fight in the world championship chase is for third with '08 champ

David Philippaerts, '07 champ Steve Ramon and Tony's team-mate Max Nagl all embroiled in battle for the bronze medal position. In Sweden it's Ramon who ekes an advantage in that scrap by running 4-3 for third overall behind Desalle (2-2) and Cairoli.

The CCM boys are still out of action until Belgium (TC) and the Czech Republic (Swordy) so British interest in MX1 lies with the CAS Honda duo – Evgeny Bobryshev and Gareth Swanepoel. Bobby's awesome 5-4 places him fourth overall on the day while Swanie squeezes in the top 10 too running 7-12 for ninth overall. The plucky pair each pop up a place >>

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in the series standings too which is bound to please Harry, Princey and the boys...

While Cairoli's considered a shoo-in for the MX1 title it's safe to say that Marvin Musquin has the MX2 series dans le sac! Saying that though the oh-so fast Frenchie seems to lose focus in Sweden and his 4-5 race finishes see him finish off the podium in fifth overall but even so marvellous Marv still extends his series lead by a further nine points to 83. But how?

Ken Roczen's been Marv's closest challenger almost all year but when his Suzuki splutters to a stop for the second time this season Steven Frossard takes over as runner-up in the championship chase. Frossard's one of those riders who has been knocking on the door for the past few seasons and although the CLS Kawasaki star has won the odd moto and even stood on the podium several times during his career it isn't until Uddevalla that he actually pulls all the pieces together, completes the puzzle and wins one overall.

By winning the first moto and finishing runner-up in the second Frossard not only takes a career first GP win but also ends the day joint second in the series standings alongside Roczen who rebounds from his first race disaster to win the day's final moto and square things off between the two. With Roczen and Musquin way out of the equation when the points are added up for the day it's Jeffrey Herlings (2-4)

and Gautier Paulin (5-3) who join Frossard on the steps.

For the British young guns in MX2 the weekend's a bit of a 'mare especially for Jake Nicholls who pushes eject in Saturday's qualifier and can't continue – 38th gate pick is never a good thing but at Sweden where the start totally favours the inside gates it's doubly disastrous. Still, the Reverend does what he does best and cracks right on with the job in hand to finish 18-12 for 14th overall.

Joining Jake on the outside of the startgate for the points-paying motos is Bike It Cosworth Yamaha's Zach Osborne who gets landed on by Aleksandr Tonkov in Saturday's qualifier and can take no further part. The 20-year-old overcomes the odds on Sunday to make two midpack starts and from there is able to charge forwards both times. A 7-9 scorecard sees Zach lose ground on the first four runners in the championship but is enough to pull further clear of Shaun Simpson.

Woody knows the fast way around Uddevalla and so it's no surprise when he leads moto one after finding a way past fast starting team-mate Herlings. However, his lead is short-lived as Frossard stuffs him into a bank to take the lead at the midway point with a move annoyingly similar to the one Cairoli made to snatch the lead in the exact same place two years earlier. This time though Shaun's unable to maintain forward

progress and loses nine places before he refinds his rhythm. Boo!

But that's not his only problem. It transpires a blood deficiency has been affecting the Scot's energy levels and causing some severe fatigue so not even a power nap between motos can help save the day. After being beaten back to ninth in the opener the best Shaun can manage under the circumstances is 11th second time out.

Probably the happiest rider in the pits when overnight rain cools conditions in Sweden is Osborne's Bike It Cosworth team-mate Mel Pocock who absolutely detests hot weather. Ginge crashes out of the points in moto one but rattles home to 16th in moto two to add another five points to the tally and currently sits 20th in the championship standings.

The next few rounds are all about contrast for the riders – deep sand one week and slick hardpack the next. And if that's not harsh enough for all the riders to contend with spare a thought for the British battlers who have it particularly bad through August and September. One week after Loket is a British round on the green, green grass of Farleigh Castle before they jet off for the Brazilian GP which will be held one week later. Then it's straight back to Blighty for the Silverstone stop of the Maxxis series before the final two rounds of the world championship follow directly after in Holland and Italy! Now is that a crazy schedule or what?



Max Nagl continues his rapid comeback from collarbone surgery

MX Panda Clement Desalle has got no answer to Cairoli in Sweden



A double win in Sweden reasserts Cairoli's dominance in MX1

SERIES STANDINGS

MX1 >>

1	Antonio Cairoli	Red Bull KTM	434
2	Clement Desalle	Rockstar Teka Suzuki	367
3	David Philippaerts	Yamaha Monster Energy	331
4	Steve Ramon	Rockstar Teka Suzuki	315
5	Max Nagl	Red Bull KTM	306
6	Xavier Boog	KRT Kawasaki	276
7	Ken De Dycker	Yamaha Monster Energy Ricci	269
8	Evgeny Bobryshev	CAS Honda	223
9	Tanel Leok	LS Motors Honda	219
10	Davide Guarneri	LS Motors Honda	196
12	Gareth Swanepoel	CAS Honda	149
35	Tom Church	Buildbase CCM	11

MX2 >>

1	Marvin Musquin	Red Bull KTM	438
2	Ken Roczen	Teka Suzuki	355
3	Steven Frossard	CLS Kawasaki	355
4	Jeffrey Herlings	Red Bull KTM	326
5	Zach Osborne	Bike It Cosworth Yamaha	275
6	Shaun Simpson	Red Bull KTM	268
7	Jeremy Van Horebeek	CLS Kawasaki	244
8	Arnaud Tonus	Teka Suzuki	243
9	Joel Roelants	JM Racing KTM	240
10	Harri Kullas	Monster Yamaha Gariboldi	203
11	Jake Nicholls	HM Plant Red Bull KTM UK	189
16	Matiss Karro	MVR-D Suzuki	95
20	Mel Pocock	Bike It Cosworth Yamaha	49
33	Max Anstie	Star Racing Yamaha	9
44	Ed Allingham	Bike It Cosworth Yamaha	2



SMOKIN'!

SWORDY NICKS A RACE WIN, BOBRYSHEV TAKES THE OVERALL AND NICHOLLS AND OSBORNE SURVIVE HUGE QUALI CRASHES AS THE MAXXIS MEN FEEL THE HEAT AT FOXHILL

Words and photos by Suttly

It's around two years since Zach Osborne made his debut on UK soil – at Foxhill as it goes – and in that time the 20-year-old Virginian has earned himself the reputation of being a super-tough and solid contender. If that fact was ever in any doubt the MX2 Maxxis series leader proves what a tough little cookie he is by picking himself up off the deck from a horrendous qualifying crash, then defying the odds to win a moto as well as finish third overall on the day at round five of the championship at Foxhill to walk away with his series lead intact.

The crash is sickening to watch as the Bike It Cosworth Yamaha team-leader comes a cropper while scrubbing off speed on a step down. "I'm really not too sure what happened," says Zach. "I think I might have hit a rock on the face of the jump because it pitched me too far. I must have been out for 20 seconds or so, I had a concussion, felt like throwing up and also yanked my thumb – the day was all about damage limitation."

But Osborne's not the only rider to get caught out by this particular obstacle. "I caught my foot on the top of the jump while I was trying to scrub speed and ended up having a big crash,"

explains fellow title candidate Jake Nicholls.

"I landed on the back of my head and neck and saw stars for a while and felt quite ill."

If Nicholls is feeling the consequences of his crash he doesn't show it out on the track when the races kick off as he powers to a pair of relatively easy victories in the first two motos. His real test comes in moto three though where after a bad start he has to race right through the pack to snatch second from an on-form Bryan MacKenzie in the second to last corner.

The major beneficiary of The Reverend's bad third moto start is Osborne who manages to holeshot all the way from the 38th gate. From there it's pretty much all over for the chasing pack as Zach controls the race from the front and does just enough to stay ahead until the finish.

Definitely deserving of a special mention is Samsung Yamaha's comeback kid Neville Bradshaw who motors to a pair of thirds in the opening two gambits before being punted off the track by PAR Honda's Scott Elderfield in race three – the kind of treatment Eldy usually reserves for his team-mates. That skirmish undoubtedly costs The Beast a much-needed trip to the podium but ensures Elderfield steps onto

the second, erm, step as he finishes runner-up with a 2-4-5 scorecard behind Nicholls' 1-1-2 as Osborne's 4-10-1 places him third.

In MX1 it's a revitalised Stephen Sword who wins the opening race after trailing series leader Evgeny Bobryshev for the majority of the 20-minute plus two lap moto. With the 3,500-strong crowd standing on the tips of their toes to get a better view of the action the pair enter the final lap just seconds apart with Evgeny out front and Stephen chasing hard. Swordy's chance to make a move comes at the bottom of 'Hamburger Hill' – you had to be there in '98 – where the Scottish veteran slingshots past the Russian rookie to a rapturous cheer. With the move timed to perfection Swordy rattles home to his first British championship race win of the year and CCM's first in 33!

The Hondas strike back in moto two though. It's Alex Snow who actually yanks the holey but before he can get settled into a rhythm or the lead position Brad Anderson comes barrelling past with Bobby and the #777 CAS Honda in tow. It's been pretty obvious all year that there's not much love lost between these two and pretty soon they're waging all-out war and it ain't pretty! Luckily they never make contact and both stay



Jake 'The Reverend' Nicholls
holeshots the second MX2 moto

upright until the finish with Bobby finally getting the nod ahead of Anderson, Josh Coppins and the Kiwi's brother-in-law Tom Church. Swordy meanwhile steams home in ninth after getting brought down at the start.

Moto three sees another Sword/Bobryshev battle with the lead changing hands several times. This time though Swordy is too late with his charge and comes up just over a second short at the finish. JC and TC are next across the line in third and fourth while Ando has a relatively quiet ride to finish fifth.

The overall for the day is won by Bobryshev with his 2-1-1 scorecard easily outscoring Sword's 1-9-2 and Coppins' 4-3-3. The Russian missile's continuing dominance of the Maxxis series sees him pull 46 points clear of Swordy in the title chase with just three rounds still remaining.

The next test for the rampaging Russian rookie is the old-school setting of Farleigh Castle where nobody is too sure what'll await the riders – will it be like time travelling 20 years into the past to a proper scrambles circuit or will a spiced up version of Farleigh complete with jumps, rhythm sections and a rotovated surface await?



Bobby hunts down Bradley
in the second MX1 race

SERIES STANDINGS

MX1 >>

1	Evgeny Bobryshev	CAS Honda	335
2	Stephen Sword	Buildbase CCM	289
3	Brad Anderson	PAR Honda	275
4	Gareth Swanepoel	CAS Honda	223
5	Jason Dougan	Phoenix Bike it Cosworth Yamaha	222
6	Gordon Crockard	PBM Kawasaki	152
7	Tom Church	Buildbase CCM	167
8	James Noble	PROPPA.com Honda	164
9	Carl Nunn	MVR-D Suzuki	142
10	Ben LaMay	Samsung Yamaha	142

MX2 >>

1	Zach Osborne	Bike it Cosworth Yamaha	305
2	Jake Nicholls	HM Plant Red Bull KTM UK	298
3	Martin Barr	PAR Honda	250
4	Elliott Banks-Browne	DB Racing Honda	219
5	Mel Pocock	Bike it Cosworth Yamaha	215
6	Kristian Whatley	LPE Kawasaki	184
7	Matiss Karro	MVR-D Suzuki	181
8	Shane Carless	Suzuki	176
9	Neville Bradshaw	Samsung Yamaha	154
10	Bryan MacKenzie	Kawasaki	144

Swordy crests Hamburger Hill





SIZZLIN'!

IT'S HOT, HOT, HOT IN HEREFORDSHIRE WHERE THE PAR HONDA BOYS BRING HOME THE BACON...

Words and photos by **Sutty**

From the ultra-modern man-made circuits of Silverstone and Whitby the Red Bull Pro Nationals move to the old-school setting of Pontrilas for round six of the series where a high-speed, hillside blast from the past is melded together with some more modern obstacles to create an interesting test for both bike and rider.

In recent years Brad Anderson's pretty much owned Pontrilas whether it be British Masters, Red Bull Pro National or British four-stroke championship action so it's no real surprise when the Tow Law throttle-twister goes fastest in practice by over two seconds! Proppa.com teamsters Nez Parker and James Noble make it a 1-2-3 for Honda in the qualifying session as

LPE Kawasaki's Gert Krestinov and Samsung Yamaha's man of the moment Ben LaMay round out the top five.

But when the gate drops for moto one it's pimped-up privateer Alex Snow who launches out of the traps to take an early lead on his Albion Kawasaki ahead of Anderson, Parker and the CCM crew of two – Stephen Sword and Tom Church. There's no denying that Snowy is on it and the 2008 U21 champ actually pulls out an impressive gap on his sweet-sounding green missile as Anderson seems to struggle to get into the groove and the rest of the pack slip back.

By mid-distance though Brad starts closing down the gap and after a couple more fast laps

he's all over the back of Snow and looking for a way past. But Alex ain't shifting for nobody and holds his lines as Ando tries all the old tricks in the book and a couple more. And amazingly it's Ando who makes the first mistake – crashing by himself and letting Snowy off the hook – although in the end it actually works in his favour as it lights a fire in his belly.

Ando's second charge to the front is much more what we're used to seeing from the reigning British MX1 champ and after making easy work of Swordy to take second Brad blows by Snowy as well to take over the lead which he then extends to the finish. At this point Snowy starts to drop off the pace, is gobbled up by Swordy and TC and eventually finishes fourth



SERIES STANDINGS

RBPN MX1 >>

1	Brad Anderson	PAR Honda	313
2	Ben LaMay	Samsung Yamaha	277
3	James Noble	PROPPA.com Honda	246
4	Carl Nunn	MVR-D Suzuki	207
5	Nathan Parker	PROPPA.com Honda	205
6	Gordon Crookard	PBM Kawasaki	198
7	Alex Snow	Albion Kawasaki	183
8	Gert Krestinov	Maxxis Henderson LPE Kawasaki	171
9	Stephen Sword	Buildbase CCM	137
10	Jason Dougan	Phoenix Bike it Cosworth Yamaha	108

RBPN MX2 >>

1	Martin Barr	PAR Honda	308
2	Elliott Banks-Browne	DB Racing Honda	296
3	Kristian Whatley	Maxxis Henderson LPE Kawasaki	252
4	Bryan MacKenzie	Horseman Kawasaki	192
5	Stuart Edmonds	Electraction TM UK	147
6	Scott Elderfield	PAR Honda	146
7	Lewis Tombs	Yamaha	136
8	Will Worden	Wheeldon Suzuki	126
9	Mark Eastwood	Wiseco Honda	100
10	Neville Bradshaw	Samsung Yamaha	99

FUCHS SILKOLENE 2S EXPERT OPEN >>

1	Mark Eastwood	Wiseco Honda	304
2	James Noble	PROPPA.com Honda	257
3	Nathan Parker	PROPPA.com Honda	250
4	Stuart Edmonds	Electraction TM UK	224
5	Scott Elderfield	PAR Honda	207

FUCHS SILKOLENE 2S EXPERT 125 >>

1	David Willet	Bladez Salon Yamaha	410
2	Jim Davies	TM	378
3	James Dunn	Suzuki	377
4	Luke Remmer	Kawasaki	318
5	Pete Mitchell	Suzuki	236

FUCHS SILKOLENE 2S JUNIOR OPEN >>

1	Jason Kendrick	Yamaha	244
2	Daniel Ward	Suzuki	211
3	Shane Headon	Kawasaki	197
4	George Foames	Suzuki	190
5	Corey Nemeth	Kawasaki	167

FUCHS SILKOLENE 2S JUNIOR 125 >>

1	Charles Statt	Kawasaki	423
2	Ben Thomson	KTM	309
3	Corey Nemeth	Kawasaki	291
4	Ashley Crossley	Yamaha	256
5	Simon Booth	KTM	253

Privateer Alex Snow leads series leader Brad Anderson at Pontrilas



Marty Barr extends his advantage at the top of the MX2 division



Nez Parker leads Elliott Banks-Browne (#44) and Tom Church (#24)

just ahead of leading MX2 pilot Martin Barr.

For Barr moto one is another strong ride from the Ballyclare racer as he blows by most of his classmates on his way to taking the MX2 win and fifth outright. The next best 250F pilot is DB Racing's Elliott Banks-Browne who beats Scott Elderfield, Mattis Karro and Bryan MacKenzie across the line.

Moto two's something of a Brad Anderson benefit as he yanks the holey and then keeps on keeping on for the full duration of the 25-minute moto. TC ends up second in an impressive comeback from injury ahead of Swordy, Barr, Parker, Noble and Banks-Browne.

In the series standings Anderson's now 36 clear of LaMay who doesn't seem to gel with

Pontrilas on his 450 and runs 6-8 in the MX1 class on the day. Noble's still third while Carl Nunn holds down fourth just two points ahead of Parker. In the MX2 class Barr doubles his lead over EBB from six to 12 points. With Whatley now 56 points off the pace-setter it looks likely the title will be decided between the two Honda riders.

As well as the Pro Nats this event also hosts rounds of the Fuchs-Silkolene two-stroke series in the 125 and Open divisions. And a new name pops up in the 125 class as super-quick Kiwi Kayne Lamont guests as a wildcard and brings home the bacon with a 1-2-1 scorecard edging out old man Dave Willet to the overall. The handyman's not too disappointed though as

he extends his lead in the championship over TM's Jim Davies to 32 points who himself moves ahead of Suzuki's James Dunn in the series standings.

A newbie mops up in the Open class too and that rider is Ben LaMay. The Alaskan powers to 1-1-2 finishes on the Samsung Yamahauler to take the overall ahead of Scott Elderfield and series leader Mark Eastwood. Gert Krestinov debuts the KX250 to end the day fourth overall ahead of a pair of Proppa.com 500s tamed by Parker and Noble. Easy now sits on a comfortable 47-point lead while just seven separates Noble in second and his young team-mate Parker who's third.



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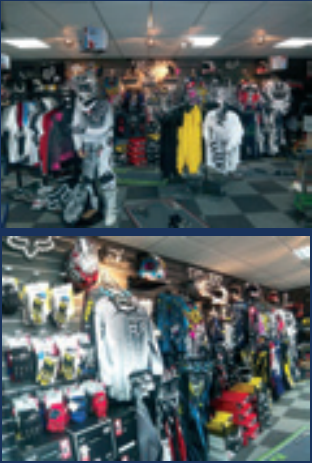
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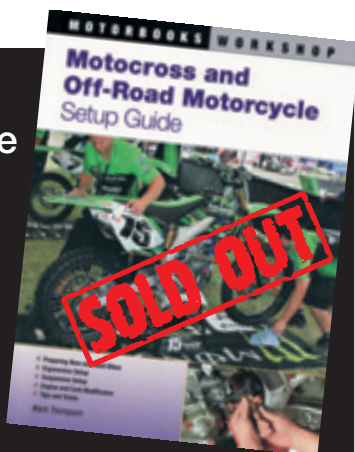
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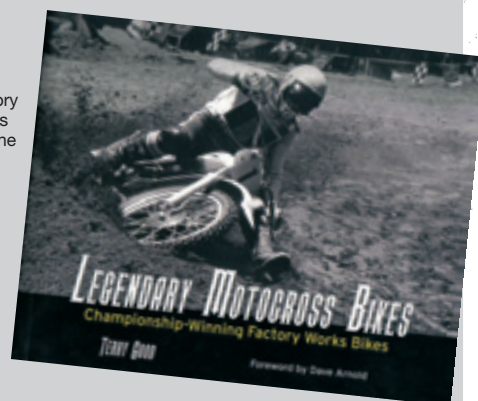
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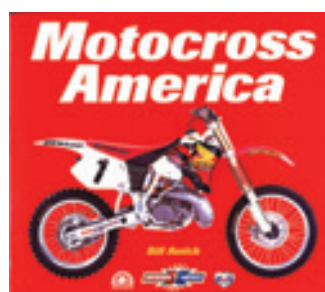
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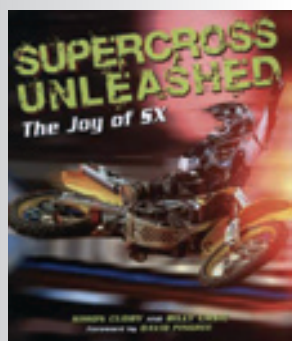
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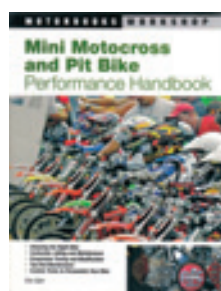
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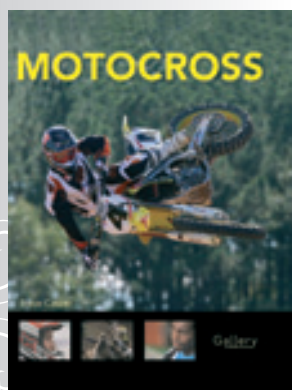
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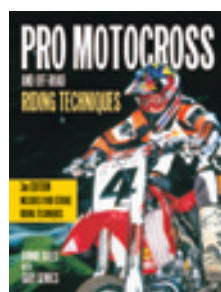
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CHESHIRE NORTH WEST SSC

Website: www.cnwssc.co.uk **Chairman:** Simon Whitby **Vice Chairman:** Mike Joyce **Contact:** (Dawn) 07805 761432

“Awesome!” “Wicked!” “Brilliant!” That was the rapid response fired back at me from a trio of youngsters when I asked what they thought of their club when I attended a recent meeting at Warrington Lane.

Aaron Hall, Daniel Cooper and Harrison Daniels were the three young guys in question – and while I can’t quite recall who said what exactly because they all happily replied in unison it was pretty obvious this was a popular and friendly paddock.

The club in question is the ACU’s Cheshire North West outfit. The history of the club goes back to the early 1970s when the original Cheshire Schoolboy Scrambles Club started, more commonly known as the Cheshires. The North West has always been a real hotbed of activity for off-road sport and even in the early days there was healthy competition from other local clubs, namely the North West MCC and the Dragons. The club we know today as the Cheshire North West outfit came about in the early ‘90s when the Cheshire crew amalgamated with the North West MCC.

The club has a thriving membership but as chairman Simon Whitby explained it’s virtually impossible to promote a youth-only meeting these days with all the other clubs locally, including a really strong AMCA foothold in the area. The answer to the numbers game for CNW seems to be a bit of sideways thinking. Adult racers to bolster the numbers are more than welcome to such a degree that the Cheshires have encouraged twinshock riders together with

the more mature or inexperienced to compete in their own separate races – and as I found out on the day it really proved to be a popular class.

The positive forward thinking of the club has also paid massive dividends in the last two years as they have forged ahead with a dual initiative to promote both successful club and national events. In 2009 they were offered their first real ‘biggy’ hosting the BYMX Team Event at Norley and the club made such a good job of it they were immediately pencilled in for a round of this year’s schoolie championship – and that one went like clockwork too.

The track at Norley is just one of four circuits at the club’s disposal, the others being Peacocks Hey (a course the club owns outright), Astbury and Warrington Lane. The development of Norley is one aspect the club are particularly proud of but as Simon explained it has been a joint effort between themselves and the Mid Cheshire AMCA club with whom they have a terrific understanding and working relationship.

So what’s the next major step for Norley? It could well be a senior national in the coming seasons – either Maxxis or MX323. That’s how highly the ACU rate the club and the track.

For 2010 the CNW outfit have a 10-round club championship that kicked off in February and will complete in October. They also have the Three Club Challenge working in conjunction with the Dragons and the Newton Le Willows MCC. With total prize money of £2500 the events have attracted a fair bit of attention with the CNW round at Warrington Lane on August 29 as the championship finale.

Another interesting idea rolled out by the club has been the very imaginative ‘pay not to marshal’ scheme. At only £10 per round for club events it’s a good way around the problems of attracting marshals on race day as it provides a pool of money to pay those who will officiate. On the day I visited however there were no problems at marshal point #4 with Holly Williams and Emma McDonnell telling me they are quite happy to wave the flags for free at all club events!

The meeting at Warrington Lane I attended was the sixth round of the club championship. Oli Sheldon leads the way in the Auto ranks and I had the chance to chat with Oli. He’s quite an engaging little fella who easily won the chatty guy of the day award as he promptly told me to watch out for his whips over the jumps and that he was out to win again today. Well I didn’t quite see Oli getting it flat over the tabletop but he was good to his word and he convincingly won the Auto section with a complete demolition job on the nine-strong pack.

Elsewhere on the day the club championship spoils went to James McFayden in the Juniors as he proved to be a 65cc class apart. Ryan Booth won the Smallies with Ryan Proctor #144 going 2-1-2 and notching up a heat win over national guest rider Matthew Callaghan in the BVVs. As a result Ryan increased his lead in the club championship stakes while in the 125s Kyle Platt caught the eye and took the day’s honours.

If you’d like to see your club feature in a future Club Sandwich then contact us at mikegurney55@yahoo.co.uk

**Main image: BW winner
Matty Callaghan**
**Below: Harrison Daniels,
Daniel Cooper and Aaron Hall**
Below right: Louis Hurst



**Eive O'Reilly with
proud dad John**



**Adam Wells gets
a helping hand**





Junior 65 winner
James McFayden



Marshals Holly Williams
and Emma McDonnell



Auto ace Oli Sheldon



SPOTLIGHT ON... **BRADLEY WARD**

HOMETOWN: **PONTEFRAC, WEST YORKS** DoB: **14 JUNE 1996**

MAIN SPONSOR: **STURM RACING**

Bradley Ward is one of those lucky young guys who spends the majority of his time either racing on the continent or in the States – but every so often his name pops up in the headlines over here just as it did last winter when he won the British SX Super Minis.

A couple of nights of fully-pumped glory at the opening NEC round followed by a sixth place in Liverpool and then the runner-up berth at London's 02 Arena were all good enough for the 14-year-old to secure the title.

Brad's MX road trip adventure all kicked off at the start of the 2006 season when a tad disillusioned with the racing scene in the UK – and with advice from trainer Mervyn Anstie ringing in their ears – Bradley and dad Andrew set their sights firmly on Europe.

"Max and Merv Anstie have been influential in most of Bradley's training and riding since we started with them," says Andrew. "Merv was I think the best trainer in Europe and we miss them both now that they are not here. We went to see them in February after Max fractured his pelvis at Anaheim 3 – they really give you inspiration when you are with them."

First off then it was a few years in Holland toughing it out with the Euro crowd on a BW65 and then in subsequent seasons on 85s. A massive learning curve as dad Andrew admits but he genuinely feels that the introduction of a BW65cc class would be of real benefit in this country too. In '07 and '08 Brad saw action in a few of the Euro championship rounds riding on a Luxembourg licence and in 2008 he also raced in the German ADAC series. With the likes of Roczen and Herlings on the startline this was to be another tough experience but Brad to his credit finished in 11th place at the season's Reutlingen opener.

In fact, 2008 proved to be a memorable year all around especially with a trip across the pond in an effort to race the Loretta Lynn's finals. The racing holiday got off to a real flyer as Brad won the stock and modified class at the Arizona Cycle Park on borrowed machinery after his bike had blown up and then six weeks later Glen Helen was the awesome destination for the LL qualifier.

It was sheer heartbreak when Brad finished in seventh place at GH, just one off an automatic place in the finals. But just after they returned to England Andrew received a call from America to say with one kid pulling out as first reserve they actually did have a place on the startline. With only three

weeks to arrange everything Andrew called in just about every favour he could think of to get Brad on the gate. It all came off fantastically well and while a 23rd place overall finish in the sweltering heat of a Tennessee summer after a puncture in the final heat might not sound like a brilliant result, Brad describes it as the best week of his racing life. So good in fact, next year they are hoping to make the trip again for the 250F class.

Last year saw a season on a BW Honda 150 with some help from Sturm Racing in Germany. "They have been great," explains Andrew, "helping out with tyres, entries, clothing and somewhere to work from. Also being around the team with Shannon Terreblanche and Robbie and Joseph Sturm helped massively with Brad's confidence – especially when they are in the pit box cheering him on as they were at the Munich SX round. Unfortunately, a last lap crash put him down to fourth and we just missed the podium.

"We even had Kyle Chisholm [who was riding for Sturm at the time] giving Brad a track walk and taking the time to help out in qualifying – what a weekend that was!"

Brad has always been on the tall side for his age and following a winter Californian testing session this year a move up to a 250F Kawasaki looked like the obvious way to go if they could get clearance to ride at 13 in the German ADAC youngsters cup. The assessment went like clockwork and while Team Ward know this year is just a taster for a full-on assault next year, racing against much older kids is yet another tough love experience.

The plans for the forthcoming months include a few selected outings in the UK, more racing in Germany plus more hard work – especially on corner speed and consistency. But with a supercross practice track being installed at his home in Yorkshire, Brad will have plenty of time to hone his skills in time for the German indoor series where he will again be sporting the Sturm Racing colours. Following that it will be back out to the USA for the Loretta qualifier and maybe an Amateur National if they can work it all in.

While Brad is obviously one lucky kid he did especially want to thank all his sponsors – Dunlop, Leon @ Apico for Answer clothing and Arai Helmets, Alpinestar boots, Stewart @ NME Motorsports for the engines and suspension, Bill Rae Racing, Jim @ Motoshack, Sturm Racing, Nutt Travel and finally Snaith School for their understanding and allowing him time off.

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Connor on full chat at Fittingley



Back in the day - '04 action on a KX65



Last-minute advice from Mark Hucklebridge

KINGCONNOR

THE KAWASAKI KID LINES UP A MOVE TO THE PRO RANKS WITH LPE...

Having already pocketed four national titles ('05 BSMA Junior 65s, '06 SWs and the '08 Senior title plus the '06 BYMX SW crown) and with two more of this year's mega accolades almost nailed – BYMX Youth Open and the ACU MX2 titles – Connor Walkley, the Kawasaki kid from Caerphilly, will be the most successful youth motocrosser of recent times if he exits the schoolie scene this year with six of the best to his name.

There are also two runner-up awards in the '05 BYMX 65s and the '07 BSMA BWs and with that little lot weighing down the mantelpiece I can't honestly think of anyone else with a better record.

It's also worth noting that with shedloads of dosh being tossed around the youth paddocks in this modern era the Walkley wins have all been achieved in the old-fashioned way through sheer hard work, consistency and raw talent. Connor has admittedly received a degree of limited help and backing from Kawasaki as a Team Green runner since the very early days but it's been a long way from the totally pro standard of assistance that some youth riders have enjoyed.

From here on in however – well for next year certainly – Connor can now expect the full pro set-up with his bike currently parked under the LPE Kawasaki awning at both BYMX and Maxxis events.

The tie-in with Kawasaki began just as Connor finished his Auto days riding a 50cc Husqvarna with quite a reputation already in place. So much so in fact that his local dealer Greg Thomas of Merthyr actually gave Connor a new KX65 for the start of the next season as a reward for all the little Huskies that he'd personally sold on the back of Connor's Auto successes – and quite amazingly Connor has never raced or even tried out on any other machine since that day.

Talking of things that Connor has never really experienced all the way through his youth career, racing in deep sand is one of them and serious winter practising – or indeed any on-bike training in the off-season – is another. So all things considered it makes the Walkley achievements

this year and in every other year all the more noteworthy. Team Walkley do fully acknowledge however this coming winter's training regime will be a whole lot different as they wave goodbye to the schoolie days and prepare for the 2011 Maxxis season.

Looking back over his youth career it also strikes me that the attitude has been that of a true professional racer right from the very off. No hissy fits, no moaning, very much the quiet guy around the paddock, Connor just gets the job done with the minimum of fuss – and all but for one mad moment at the end of the 2008 season when he fell out of the sky at Brookethorpe piloting the 144 I can't honestly think of any other major indiscretion in six hard fought youth campaigns. Having said all of that he did actually still win his title that year, arriving back at Brooky later that very same weekend with his arm in a sling to collect his Senior BSMA silverware.

The 2008 season was a tough one on the 144 smoker and once again this year Connor has hung tough on a two-stroke, this time on his 250 smoker in the Fuchs-Silkolene RBP series. Just how tough has he been hanging? Well, tough enough to almost put the frighteners on team-mate Gert Krestinov just recently at Pontrilas and earlier in the season he put on a magnificent show at Foxhill where Connor qualified in fourth just behind Noble, Eastwood and Parker and then finished fifth in one race.

The 2T stuff was meant originally to be just a bit of fun for this season and he intended to ride the Junior section but with lap times 14 seconds faster than that of the next best Junior, Connor was bumped up into the Experts. And the experience has turned out to be a valuable one with Connor proving to himself and others that he can already compete at the pro standard.

We did enquire if Connor would be allowed to ride the final Maxxis event of the year and while we didn't actually get a reply it wouldn't surprise me to see him on the startgate at Hawkstone when the schoolie season is over along with Tom Kelly, Gary Sharp and a few others – go get 'em boys...

KILLERKIWI!

KAYNE CANES 'EM...

Not many people in Britain had heard of 16-year-old Kiwi Kayne Lamont before the month of July arrived. He's a double national champion and something of a star back home in NZ and right now he's well on his way to becoming a name to conjure with in Europe too. Kayne gave our youth and adult stars at the last RBP held at Pontrilas a bit of a going over and then went 1-2 two weeks later at Foxhill in the Maxxis MX2 series.

He signed for Suzuki in May of this year knowing they would endorse his trip to Europe to contest some the EMX 125 rounds with the main aim of peaking for the world juniors in France in late August. Kayne has already ridden the Euro rounds in France where he finished with a disappointing 34-39, in Germany where he went 31-37 and in Sweden where he ran 11-15. The results were a mixed bag for sure with Kayne finding his feet but a pattern is very obvious with round on round improvement.

Kayne arrived in England at the end of May with an RM125 waiting for him courtesy of Suzuki GB and he has been under the wing of Suzuki youth squad coach Paul Butler. The results in Herefordshire at the sixth round of the Fuchs-Silkolene were a clear sign that Kayne had kicked into a higher gear as he skilfully and clearly out-qualified Dave Willets, Jim Davis and James Dunn – and in racing trim he returned a 1-2-1 card with a spectacular show. Kayne also diced in the Rookie class at Howton Court where he managed to steal a heat win.

At Foxhill he dished out another dose of punishment to record the fastest qualifying and racing times plus the first heat win and only lost out to Connor Walkley on the final result of the second race. Kayne Lamont one to watch out for? I should say so!

Kayne rips on the RM125 at Pontrilas



TRIPLE JUMP!

RAGE CATCHES UP WITH A TRIO OF EYC RIDERS WHO FINALLY MAKE THE LEAP TO THE TOP OF THE BOX AT PONTRILAS

Winning sometimes looks so easy but that's often so far from the truth. It takes a lot of commitment, dedication and focus and Lady Luck often has her part to play.

Three Red Bull Elite Youth Cup racers have been on the verge of taking an overall win for most of the season and then finally it all came good for them at the Pontrilas round. We caught up with Todd Kellett (Small Wheeled), James Harrison (Big Wheeled) and Jake Shipton (Rookie) to find out why it took as long as it did and what it was like to finally get the job done.

Rage: Were you getting frustrated that the win wasn't coming?

TK: "Yeah, I was putting so much into it and it wasn't coming out. I tried and tried and it finally came off."

JH: "I wouldn't say I was getting frustrated, just more determined I think. Every time I didn't win an overall when maybe I should've or could've if it wasn't for bad luck I just wanted to win one even more."

JS: "Oh, stupidly so! This year has been all right but there's also times when it's been rubbish so to finally get it in the bag was a relief."

Rage: Had it been adding extra pressure or denting your confidence a little?

TK: "I was confident that it would finally come but I really wanted to do it and possibly put more pressure on myself than my mum and dad and everyone else."

JH: "No, it didn't. In a way it was adding less pressure because every week you get a bit closer to winning then you know that it will come and you can do it and now I have and I'm leading the series so it's good."

JS: "Maybe a little bit after Landrake it did and then it weighs on your mind. It's all so much in your head isn't it? Landrake I had a shocker and was down in the dumps for a while but I knew I was fast enough and just had to put it together for five races. I'd slowly been

doing that and then I was consistent at Pontrilas and finally did it. I need to get something out of this year so I feel a bit of pressure but that's just what I'm putting on myself."

Rage: Were you nervous going into the final moto knowing the overall win was on the cards?

TK: "Maybe a little bit, yeah. I knew I was in for the overall and anything could happen and something did – I crashed! I just got up and went for it as hard as I could. I didn't think I'd done enough because they didn't pull me into the podium area when I crossed the line so I was gutted – I thought I'd dropped outside the top six – but they just missed me, then mum come and got me and told me I had won so I went from being gutted to being pumped in a second!"

JH: "No, I was pretty calm and knew I had the speed to get the job done. I've had a lot of bad luck at some of the races so that was in my mind but I just tried to ride smart and not push for the win and see it home.

Ben Watson was riding fast and I would've had to push it a lot to try and catch him but I didn't have to so I played it smart."

JS: "Mum went and told me I had the points lead even though I told everyone not to tell me because with my luck I'd cock it up if I knew! Luckily I didn't this time. I got an okay start and came up to second and Lewis [Trickett] started to pull away so I decided to chase him down and not think about it. Then when I knew I had it in the bag I cruised the last few corners. It was a great feeling."

Rage: Did you celebrate the win?

TK: "No, not really, we all went riding to Dunkerque the next weekend and had a good road trip."

JH: "Nothing major, I got to choose the takeaway on the way home. We had an Indian!"

JS: "Nah, Monday I was up at 7am and back to work

Todd Kellett's fighting for the SW crown



again. The only difference was that I felt a lot better about myself than after some of the weekends I've had this year. It's put my confidence right up."

Rage: What would it mean to you to be the 2010 Red Bull Elite Youth Cup champ?

TK: "Everything! I'm now around 40 points off the lead and feel pretty confident and fit at the moment so I'm looking forward to Canada Heights. I want to focus on winning each race and that's all I can do to catch up."

JH: "It would be awesome because it would definitely be the best championship I have won. You don't get better riders or a bigger championship than the Elite Youth Cup. It means you've beaten the best there is to beat."

JS: "Oh, I don't know, not sure if I can explain it! It would be amazing. It's the biggest series in the country and it's so cool."

Rage: Name one rider you love to beat?

TK: "Josh Gilbert. I've had a lot of battles with him."

JH: "Definitely Ben Watson because he's in second place in the championship!"

JS: "Lewis Trickett. Just because he's a mate and he's local and it will hurt my rep in the local clubs if he beats me. It's all about being the man on our patch ain't it? Mates bragging rights and all that."

Rage: Okay, there must be people that have helped you get on top of the podium so who are they?

TK: "Russ Wells has helped me out so much with my fitness and preparations. Obviously, my mum and dad do so much for me and Ty and then there's everyone at MD Racing and Chris at Mojo Suspension too."

JH: "My family for all they do, Paul Cowshall at Racers Edge for all the training, Clive Dibben Plant Hire, JMX, Rock Oil, Adam at Madison, DVS and of course Twisted 7 for all the cool kit."

JS: "There's quite a few and I know people say it but I really couldn't be winning without them helping me, Andy Sutton and Paul the mechanic at Poole Yamaha, Steve Dixon for all his tuning work on the bikes, Alex Rach from Scott, Carly Rathmell at Gaerne, Gary at Pro Clean and without question all my family. Uncle Steve, gramps, mum and dad – all of them are always right behind me so we win and lose together."



Rookie racer Jake Shipton



James Harrison finally tops the podium at Pontrilas



GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk

FIGHTING FINISH!

BILLY MISSES OUT ON THE AUSSIE OUTDOOR CROWN BUT HE GOES DOWN SWINGING WITH A DOMINANT PERFORMANCE AT THE LAST TWO ROUNDS...

Words by **Billy MacKenzie** Photo by **Matty Muir**

So I ended up second overall in the Aussie Nationals. I'm not disappointed in that result but neither am I happy. I'm just, like, fine with it. The trip to Oz was all about me enjoying my riding again and that's happened.

I had my fair share of sh*t luck or whatever you wanna call it this year – I broke my wrist, I lost my mum, I got a chest infection – but overall all those things have made me a stronger person and a stronger rider. I really feel like I have matured into a more controlled racer over here. No longer do I have a mass of people telling me what I should or shouldn't do and no longer do I worry about what gets said after the weekend is done. I have been left to my own devices and to make my own decisions and I feel better and more focused for doing so.

The tracks have been cool, the riders are all pretty sound and everyone has the same kinda attitude towards the weekends. The teams are professionally run, the series is well managed and the weather makes it all that much easier!

So the last weekend of racing went really well for me after the previous round when I had a chest infection and my results were terrible which was pretty much where I cost myself the championship. After missing three races at the beginning from breaking my wrist I had something like 65 points to make up over the season. Slowly but surely I closed the gap to 16 points going into the last three rounds and had a great chance at getting the championship.

The week before the sixth round I got hit with some horrible chest infection which floored me for a whole week. I was desperately consuming as many vitamin pills and herbal potions as I could to fight it off before the race. I was waking up in pools of sweat every night, literally wringing my t-shirt out like a towel and going through four shirts each night. I felt horrible but what can ya do? I just had to see it out and do the best I could. I qualified pole and led every race I think but after four laps my chest just closed up and I couldn't do anything! I felt like a complete beginner and lost loads of points with a ridiculous 5-7-10-4 score. I was 47 points back now after only being 16 behind going into the race so it was pretty messy!

Still, I didn't have that pissed off feeling like I would have had at home, I just accepted it and decided to try my hardest and make sure I put in a good performance at the last round. I got myself a course of antibiotics from the race safe doctor at the track and made sure my next week was as productive as possible without going over

the top. I managed to get two good, solid days riding in then rested up and finished off my medicine before the final double-header round at Cooloom.

Saturday we had two 20-minute plus two lap races then Sunday we had four 15-minute sprints back-to-back which is pretty hard! It doesn't sound very difficult but the pace is hot and it kinda messes your rhythm up having to stop and start again. Pretty much an hour of intense racing round a rough sand track.

I went 2-1 for the overall on Saturday, then 1-2-1-1 on Sunday for the overall again. It was the best I could do but it wasn't enough and I ended up 13 points off Jay Marmont in the end who even had a stop and go penalty in race two on Sunday. There is a huge wide-open fourth gear step down straight off the start and it was agreed by everyone at the riders' briefing that on the first lap no-one would jump it so there were no collisions in the air. So Jay got hit with a 20-second stop and go penalty after launching it with a holeshot! He knew straight away as he hit the take off what he'd done but there was no going back! I was battling around fifth when I saw him pull over and got all excited thinking that fate had dealt me a better hand after kicking me in the ass with my chest infection! He ended up seventh or something that race and definitely put some extra pressure on himself.

The track was cool, really rough and sandy – it reminded me of Mildenhall back in the day. I really got my groove back that weekend – I felt awesome on the bike, my line choices were good, I was standing up a lot and being far more mature than I ever have before. I didn't panic when I got a bad start and I didn't get nervous, I just rode like I did when practising and had a great day!

Although I didn't get the championship the team and sponsors were really happy with the effort I put in and overall the weekend was run fantastic, the weather was good and the racing was close. After it all we went straight into Cooloom town centre and had the presentation of the championship which was cool. It was nice to get it all wrapped up on the same day and I even wore my kilt for the occasion!

So now we have two-and-a-bit months before the first supercross so all I'll be doing is getting my supercross boots on and learning the ropes with Troy. I gotta lot of learning to do but I'm fully up for the task and can't wait to hit the stadiums!

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